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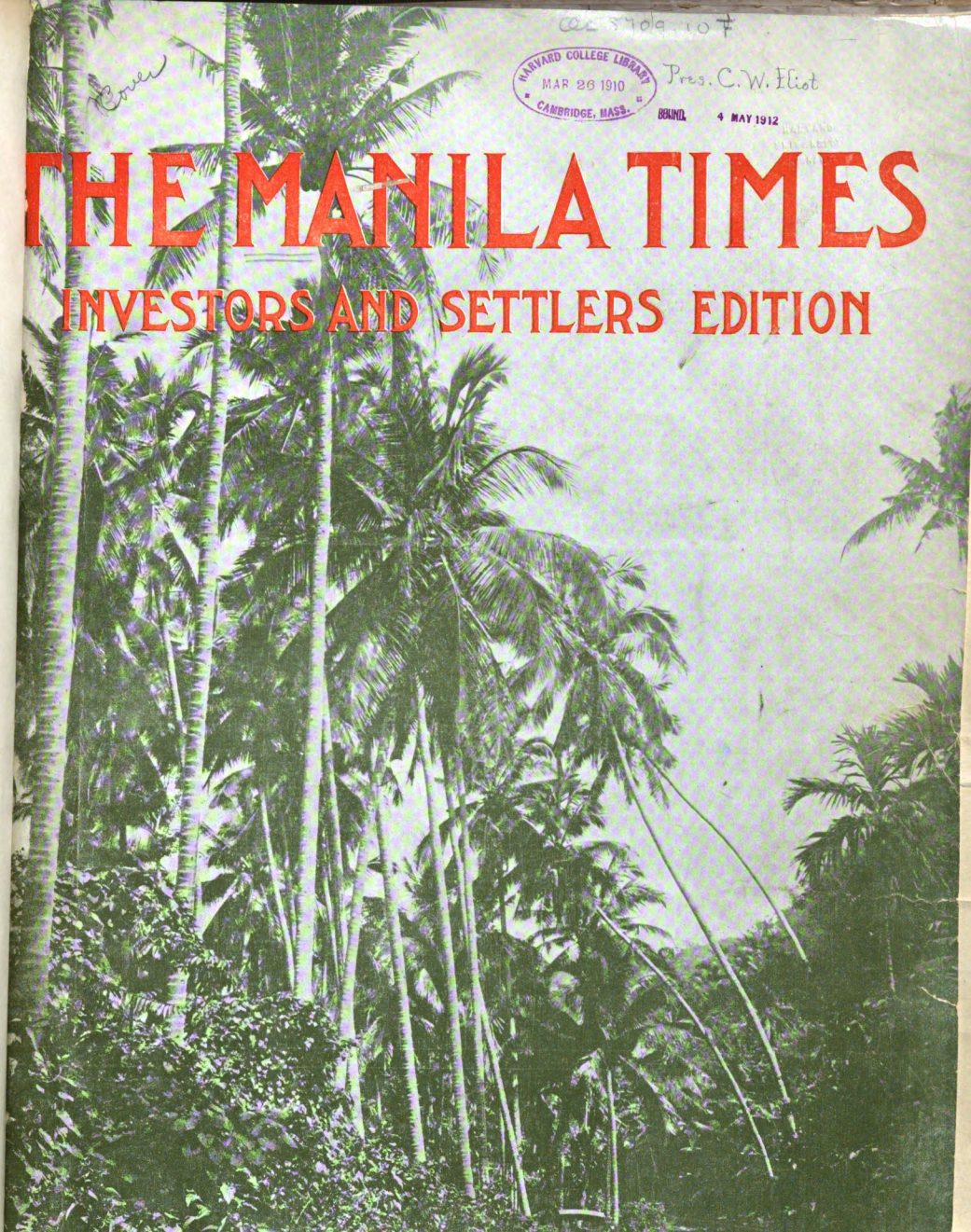
THE MANILA TIMES

INVESTORS AND SETTLERS EDITION



PHILIPPINE ISLANDS FEBRUARY 1910

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concerning the Philippine Islands, their resources and industries and opportunities they present for investment of capital, will be gladly furnished upon application to this association.

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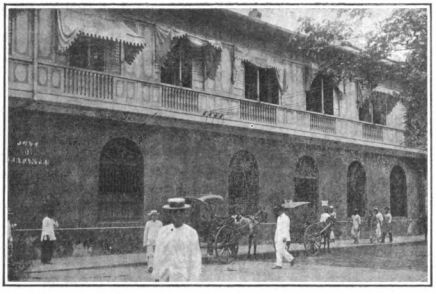

Depository for the Government of the Philippine Islands

Head Office—32 Bishopsgate St. within, London, E. C.—Manila Office, Plaza Cervantes and P. Moraga

CAPITAL FULLY PAID UP..... £1,200,000
RESERVE FUND..... £1,575,000
RESERVE LIABILITIES OF PROPRIETORS..... £1,200,000

MANILA AGENCY ESTABLISHED 1872

SUB-AGENCY IN CEBU

Current accounts opened in Philippine Currency. Interest allowed on Fixed Deposits at rates which may be obtained on application

Agents at Iloilo : : : : : : : : *Messrs. SMITH, BELL & CO., LTD.*
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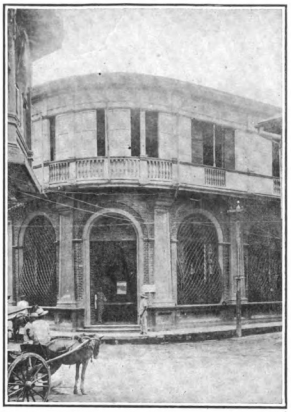

Hongkong & Shanghai Banking Corporation

Depository for the Government of the Philippine Islands

Capital all paid in cash $15,000,000

RESERVE FUNDS

Sterling Reserve held in London at exchange of 2/ per $=£1,500,000 Sterling, invested in Consols and other sterling securities	$15,000,000	
Silver Reserve	15,250,000	
		$30,250,000
Reserve Liability of Proprietors		$15,000,000

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Chief Manager, J. R. M. SMITH—Hongkong

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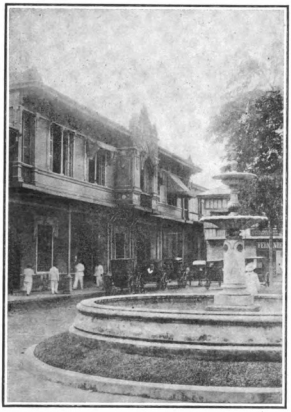
Current Accounts opened in Philippine Currency.

Fixed Deposits received at rates which may be had on application.

A. G. STEPHEN, Manager—Manila.



BANCO ESPANOL-FILIPINO

ESTABLISHED 1851

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CAPITAL FULLY PAID UP	**₱1,892,000**
RESERVE FUND	**₱ 225,000**

London Bankers—The National Bank of Scotland, Limited

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TELEGRAPHIC TRANSFERS

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General Banking business.—Branch in Iloilo.

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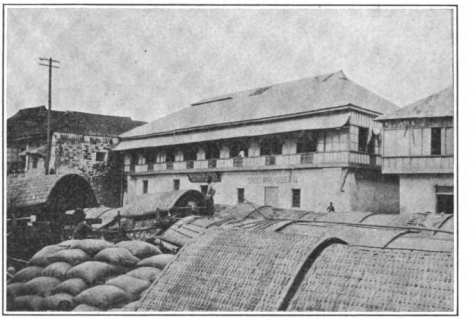

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50 miles of distribution system

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GENERAL
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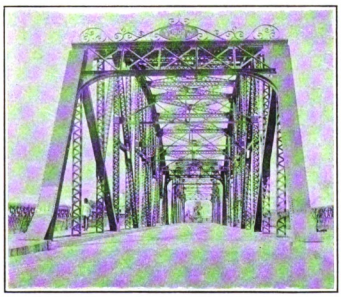
Manila Sewer Pumping Stns.
Moriones Bridge, Manila
Paco Bridge, Manila
Calmay Bridge, Dagupan
Pantal Bridge, Dagupan
Malomoc Bridge, Cavite
Pasig River Walls
Standard Oil Wall, Manila,
and numerous piers, abutments, etc., etc.



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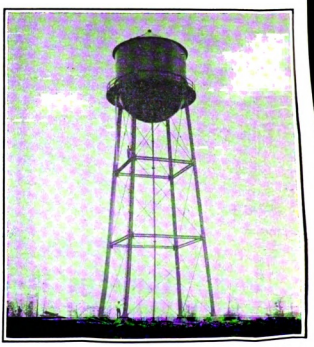

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INVESTORS AND SETTLERS EDITION

Edited by ELEANOR FRANKLIN EGAN.

Published by the Times Publishing Company

MARTIN EGAN, Managing Director. E. M. WEBSTER, Business Manager.

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ERRATA: Caption on Page 69 should read *"LURING HILLS."* **Page 85,** *PHELPS G. WHITMARSH* **should read** *H. PHELPS WHITMARSH.*

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The Honorable
Mr. W. CAMERON FORBES
Governor General of the Philippine Islands.

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THE MANILA TIMES

FIRST ANNUAL EDITION

FOREWORD

THE particular purpose of this special edition of ***THE MANILA TIMES*** *is to accomplish what it may in directing attention to that which is being achieved by the American government and people in the Philippine Islands, and to the splendid opportunities which exist for the investment of capital and energy in Philippine enterprise. Here the American people have come to an old people, reared under an old civilization, and they are regenerating them in the spirit of modern education and awakening in them the spirit of modern effort, enterprise and progress. They are educating them to pace with the modern world and there are many signs of the awakening of their latent powers; many assurances that the vast resources of the land will soon be coined into wealth. They have founded schools that are rapidly making English the common language; they have speedily advanced them in responsible political training; they are teaching the youth the useful arts; they have inaugurated an elaborate project of internal improvements; they are training the people through sanitation and hygiene to better and longer lives; they are inspiring all to greater, more intelligent and more consistent effort in field and factory; they have given them government that is equitable, just and honest.*

To a decade of preliminary work and organization there has been added the boon of admission to American markets. Within the year a bill, admitting the Philippines to practically full confraternity of trade with the American States, has been passed by Congress. Limitations have been placed upon the quantity of sugar and tobacco that may go free to American markets, but it will be several years before either industry can supply the maximum amount and there can be no question but that the limitations must eventually be removed. They were written by Congress to meet, upon one hand, an unholy selfishness and, upon the other, an unwarranted fear, and neither instinct is worthy of the simple dignity and justice of the American people. For the rest, Philippine products—and they are all the wonderful rich things that spring from the pregnant soil of the tropics—are free to go to American consumers without let or hindrance.

Here is an undeveloped empire of possibility. An area almost equal to that of Japan proper and exceeding it in fertility, it is peopled by a scant eight millions. Vast areas of it have never known the kindly thrust of plow or harrow. Nature cultivates them with all of her tropic extravagance and they are beautiful in their wild luxuriance. Under a soil that will throw any and all the varied products of the tropics, lies much proved mineral wealth in gold, coal, copper, and petroleum. Most of this wealth lies ready to be claimed.

The natural beauty of the Philippines has a wonderful appeal and every year thousands of tourists pass it by on pilgrimages to places that lack half its scenic worth and charm. When under American leadership the country has been opened to the world and the evil reports of its health and climate have been dispelled by the truth, it will be one of the show places of the world.

The man who invests his time or his money, or both, is chiefly concerned in the essential elements of stability and security. Here he will find a people at peace, an honest judicial system that administers speedy and substantial justice and the definite protection of the American government. Read what Governor-General Forbes said at his inauguration a few months ago on the questions of stability of government and the protection of capital:

> *"Capital demands a stable government. It wants just and equitable laws, sound and uniform policy on the part of the Government, just and fair treatment in the courts. The faith of the United States is pledged that all of these benefits shall be permanently assured to the Filipinos. No capitalist needs feel alarmed as to the security of his investment. The United States stands pledged to the establishment and maintenance of a stable government in the Philippine Islands, not for the sake of such capital as may be invested here, only, but for the sake of the welfare of the Philippine people and of the good faith of the United States before the world. The security of foreign capital is merely an incident in the general security of property and other rights to the Filipino, and both are now permanently assured. It would be good general policy for us to offer every reasonable inducement to capital to come. My policy will be to hold out the hand of welcome to all people desiring to engage in legitimate enterprise."*

Two peoples have united here for the upbuilding of a land, wide in area, rich in soil and product and gifted with many untouched natural resources, and no combination of circumstances can bar the way to large achievement.

MARTIN EGAN

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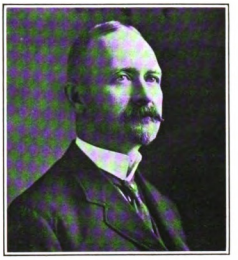
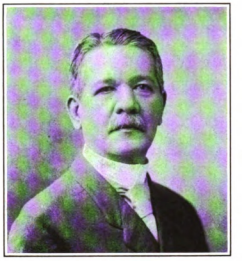
SOME MEMBERS OF THE Philippines Government AND OF THE Supreme Court



Commissioner FRANK A. BRANAGAN

Commissioner JOSE R. DE LUZURIAGA

Commissioner GREGORIO ARANETA,
Secretary Finance and Justice

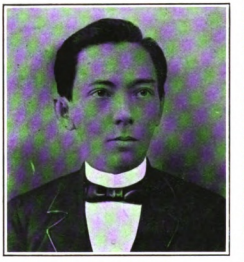


CAYETANO S. ARELLANO,
Chief Justice of the Supreme Court

Commissioner RAFAEL PALMA

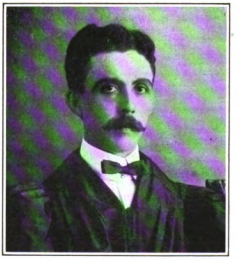
Justice FLORENTINO TORRES

Commissioner CHARLES B. ELLIOTT
Secretary of Commerce and Police

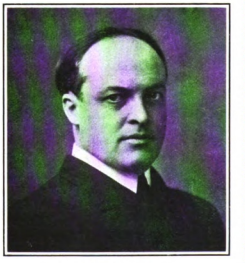


Justice VICTORINO MAPA

Justice J. FINDLAY JOHNSON



Justice ADAM C. CARSON



Justice SHERMAN MORELAND

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RECORDS
FROM THE
Best Philippine Trade Barometer
THE MANILA CUSTOM HOUSE

By Col. HENRY B. McCOY.

ANY consideration of the economic condition of the Philippine Islands must take into account the imports to and exports from the same. While this does not absolutely show actual conditions, yet, like a barometer, it is a fair indicator of the economic weather and often shows whether the financial winds are blowing toward the fields of prosperity or the sloughs of adversity.

The imports and exports since the establishment of the Customs Service by the American Government to June 30, 1909, have been as follows:

Fiscal Year.	*Imports.*	*Exports.*
1899	$13,116,567	$14,640,162
1900	20,601,436	19,821,347
1901	30,275,200	23,222,348
1902	32,029,357	24,544,858
1903	32,978,445	33,150,120
1904	33,221,251	30,226,127
1905	30,879,048	32,355,865
1906	25,799,290	31,918,542
1907	28,786,063	33,721,767
1908	30,918,745	32,829,816
1909	27,794,482	31,044,458
Total	$306,400,884	$307,475,410
		306,400,884
Balance of trade in favor of the Islands		$ 1,074,526

It can thus be seen that during the eleven years of American occupation there has been gained by and credited to the Philippine Islands a sum equal to $97,684 per year. A small sum truly and yet one which shows beyond the possibility of a doubt that the Islands are richer than they were at the moment of American occupation and that they are making great strides toward prosperity, the balance of trade against them on June 30, 1905, being $15,141,477. To have not only overcome this, but to have secured a balance in their favor of $1,074,526 in the succeeding four years is certainly a sufficiently convincing argument as to their financial advancement.

To clearly see that this balance might have been much greater needs but an examination of the actual resources of the Islands, both used and unused. Vast domains of rich agricultural land are not cultivated, extensive forests have not been touched, and the mineral wealth of the archipelago is as yet unknown. While it is true that lumbering and logging is carried on to some extent yet there is room for the investment, in this one industry alone, of much capital, and profitable employment for many laborers awaits but proper knowledge of the existing opportunities.

As to the mineral resources, coal is now being mined in several places at a profit, and the sum of approximately $500,000, which has annually gone to increase the riches and advance the material prosperity of Japan and Australia, from which places comes most of the coal consumed in the Islands, should, within a short time, remain here.

Gold was also produced in the Islands to a limited amount, $50,885 worth, in the shape of bullion, having been exported during 1909. The production is increasing and the year 1910 will undoubtedly show greatly increased exports of this precious metal.

Cement, of which it is claimed there is an ample supply in the archipelago, is being imported in an amount equal to $175,000 per annum. It is believed, however, that the increase in duty upon this article will tend to stimulate its production within the Islands, and thus stop this annual outflow of wealth to Hongkong, from which place comes most of the cement imported.

Rice, which should be produced in the Islands in an amount amply sufficient to supply the needs of the inhabitants thereof, is also being imported to the value of about $6,600,000 per annum, though the amount imported during 1909 was slightly below that of previous years.

Of breadstuffs other than rice the total importations during the past nine years were valued at $9,768,707, about equally divided between the United States and Australia, the importations from other countries being of no moment.

Cattle, for which there is bounteous range in the Islands, were imported to a value of $730,000 per annum during the past nine years.

Fish, and fish products, to the value of $290,000 per annum were imported during the same period, notwithstanding the fact that the waters of the Islands were fairly teeming with members of the finny tribe.

Col. HENRY B. McCOY
Insular Collector of Customs

The principal exportations during the past nine years were: Copra, to the value of $33,050,039, of which $661,421 went to the United States, to which country the exports of copra are rapidly increasing, almost one-half of the $661,421 worth having been sent in the last year; hemp, with total exportations to the value of $169,614,437, of which $84,278,122 worth went to the United States; sugar, with total exportations valued at $35,492,180, of which $8,107,376 worth was sent to the United States; cigars, with exportations valued at $9,924,681, of which but $141,088 worth went to the United States; cigarettes, exportations of which were valued at $264,708, of which but $1,070 worth reached the United States; other manufactures of tobacco of which $11,446,804 worth was exported, $49,838 worth going to the United States.

The imports from the United States to the Philippine Islands and exports from the latter to the former have been as follows during the past five years:

Year.	*Imports.*	*Exports.*
1905	5,761,660	15,668,026
1906	4,333,917	11,580,169
1907	5,664,002	12,082,364
1908	5,079,670	10,332,116
1909	4,693,831	10,254,087

During this period Great Britain alone exceeded the United States in the value of the imports to the Islands from a single country and the exports to the United States were greater than those to any other country.

In addition to the products heretofore mentioned as possible of development and promising good returns, there are many others awaiting but the touch of industry and the help of capital to tempt Fortune to assure a prompt reward to the investigating investor.

Copra, which is the trade name for the dried meat of the cocoanut, is salable at all times and in a much larger quantity than is now being produced, not alone in the Philippines but in the entire world. There are miles of unoccupied or easily obtainable land in the Islands suitable to the growth of this tree, which while requiring considerable care in the first five or six years after its planting, requires practically none thereafter. It is conservatively estimated that the net profits per acre after the tenth year are not less than $100 per year.

The cacao, from which is produced the cocoa of commerce, grows well in many parts of the archipelago, and yet the importations during 1909 amounted to $198,499. A ready sale at remunerative prices for all that can be produced should tempt the investment of capital.

Coffee, which was formerly produced in amounts sufficient to warrant its exportation, grows well in many places, and yet its production has been allowed to languish until the importations during the past year were valued at $171,609. The quality of that produced is excellent.

When one considers the fact that fresh eggs to the value of $288,248 were brought into the Islands during the past year, it shows clearly that the saviour of the good old state of Missouri is not being properly cultivated. But a duty of 10% ad valorem provided by the new Colton tariff ought to relieve some of the competition from the "coolie laid eggs of China" complained of by one of the petitioners for the imposition of this duty.

Salt, which can be produced here with little effort, was also imported to the value of $71,092.

Silk and manufactures of same were imported to a value of $497,553, notwithstanding the fact it has been proven that the silkworm will thrive here.

Refined sugar was imported to the value of $124,238, notwithstanding the large exportations of it in the raw state, thus showing the need of and opportunity for a refinery here. This value does not include that imported for use of the Army and Navy.

Of vegetables of all kinds, fresh, canned or pickled the importations were worth $567,015. Many of these might have been produced here as various experiments have abundantly proven.

Of wood and manufactures thereof the imports were valued at $349,210 in spite of the fact that some of the finest woods in the world grow in the Archipelago.

If this were not enough to show the opportunities lying waiting for him who would seek them, the following statement of exports should convince even the most doubting of Thomases. In all of the articles hereafter mentioned are abundant opportunities for profit, as the output can be greatly increased without decreasing the available supply of raw material to any appreciable extent.

Manufactures of bamboo to the value of $143,504 were sent out of the Islands during 1909, of which $142,480 worth was in the form of hats. In fact the production of hats is one of the more important industries, which needs but business acumen and a small amount of capital to greatly expand. Hats of buri,

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a species of palm, were also exported to the value of $2,735 during 1909. Exports of other manufactures of buri were valued at $1,465.

Bejuco (rattan) and manufactures of same were exported to the value of $1,524. This is a plant of very rapid growth found in many parts of the Archipelago and needs but a little care in cutting to insure a continuous and bountiful supply. From it are produced many beautiful pieces of furniture.

Fibers of the maguey plant to the value of $223,853 were exported during the past year. This is a plant which will thrive in any soil and with little care, though cultivation and attention increase the returns manifold. It is claimed by some of those engaged in its cultivation that even greater returns can be looked for than from hemp, the staple fiber-producing plant of the Archipelago.

Kapoc, a cotton growing on large trees, is another product capable of much greater production and at small cost. The trees grow quickly and require but little care and the exports valued at $597 give no idea of the value of the actual production of this article as its use locally is coextensive with the Islands.

Cordage and similar manufactures of vegetable fibers were exported to the value of $47,291. This might be greatly increased by the investment of a small amount of capital as the raw material is at hand in as large quantities as can possibly be desired.

Fish to the value of $47,145 were exported during 1909, a very small percentage of the possible exportations of this food. The officers of the United States Fisheries Commission who have been examining the piscatorial possibilities of the Philippines report that there are more kinds of fish suitable for food in Philippine waters than in practically any other part of the world. Sardines are abundant and a factory for their preservation should do well from the date of its establishment.

In addition to the exportations of copra as above outlined, there were exportations of other nuts and of fruits to a value of $6,620. In this connection attention is invited to the "Pili" nut and to the pineapple. The first is a nut of a particularly fine, rich, and aromatic flavor, and which is as yet apparently unknown in the United States, but the exportation of which should prove profitable. It grows wild in abundance in many parts of the Islands. The pineapple is produced with the expenditure of but little labor and there appears to be no known reason why its growth here should not be as profitable as in Hawaii from which place it is shipped in cans to many parts of the world.

Almaciga or copal, a gum required for the production of the finest varnishes, was exported to the value of $73,790.

In addition to the exports of hats of bamboo and buri, there was sent out of the Islands during 1909, $23,307 worth made of straw. These were of the very finest grades, comparing exceedingly favorably with the best Panama productions.

Oils produced from cocoanuts, to the value of $157,916, and from ilang-ilang, to the value of $87,936, were exported during 1909. The latter is distilled from the flowers of the trees bearing the same name, is used as the base for the production of the well known perfume and is also employed in the preparation of others. This tree is of fairly rapid growth, requires but little care and bears flowers within a few years.

Pearls to the value of $1,600, and shells, including mother-of-pearl and tortoise, to the value of $147,997, were exported during 1909. The actual production of pearls was undoubtedly much greater than this, but many were exported without any account being made of them, hence do not appear upon the records of the Bureau of Customs.

The exportation of sponges, an industry but very lately taken up, was worth $6,187, which sum it is confidently believed will greatly increase year by year as more scientific methods are employed.

The largest exportations during the past year were: Raw sugar, $4,373,338; leaf tobacco, $1,668,234; cigars, $1,083,702; cigarettes, $34,518; other tobacco, $5,799.

Wood and manufactures of same were exported to the value of $52,633, of which $14,880 worth was sapan wood. The exportations of wood should be largely increased especially of those classes suitable for cabinet making, of which there are many varieties growing abundantly in the extensive forests which cover many portions of the archipelago.

The production of jusi, piña, and sinamay cloths and the embroidery work done upon them and upon various other textiles by the Filipino women needs no words of praise. This production might be greatly increased by the introduction of machinery, and there is a ready sale for every piece of it produced.

A number of inquiries have lately been made regarding the possibility of securing a supply of coir. This is the fibre obtained from the outer husk of the cocoanut, and is universally wasted throughout the entire Archipelago, no effort having at any time been made for its preservation. Thousands of tons of it are annually burned or otherwise destroyed, the sale of which would materially add to the wealth of the Islands.

From the foregoing it is believed the inevitable conclusion must be drawn that there are many opportunities for the patient investor. There are many difficulties to be overcome, but not more than should be expected in any country where new systems and methods are being introduced, that is where a man with a new idea is considered in the light of a pioneer, and must prove his right to advance. "*Costumbre*" (attachment to old ideas) is yet king in the land, but is losing force every day by mere example. Every new thing successfully launched further loosens his hold, and but a few more investments, a few more men of patience, strength and sense, and he will be forced to abdicate.

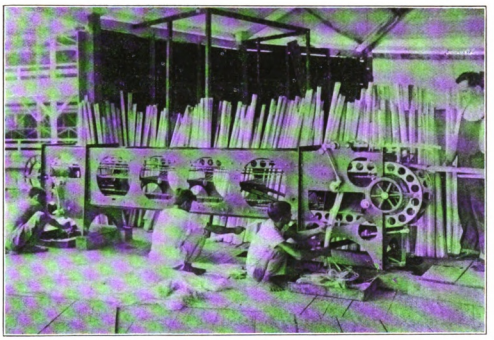
In the Philippines, as in every other place, no investment should be made without an investigation of the possibilities, but an investigation fairly and honestly made will show that there are many opportunities, not alone in the lines above outlined, but in many others scattered throughout the archipelago, for profitable investment in small sums as well as in large ones, in mining as well as in agriculture, in fishing as well as in lumbering.

At Last a Successful Hemp Stripping Machine

By M. A. CLARKE, President Philippine Hemp Machine Co., Ltd.

SINCE the American occupation of the Philippine Archipelago, there has been great advancement in all directions, but one of the most important things is the invention of a hemp defibrating machine.

Previous to the arrival of the Americans, the Spanish Government offered a large cash prize for the perfecting of a defibrating machine. The amount of money expended in an unsuccessful endeavor to accomplish this has been very large. It was thought by a majority of the people dealing with hemp, both growers and merchants, that this was impossible. It was realized that a machine would overcome the undesirable features of the old method of stripping by hand, which gave such a variety of classes of fibre, necessitating great expense in classifying, and, at the same time, assist the planter in harvesting his crop when it was ripe and provide against the scarcity of labor.



HEMP STRIPPING MACHINE

The Philippine Hemp Machine Co., Ltd., have succeeded in perfecting a practical defibrating machine. The original idea of this machine was purchased from John S. Gillies, put in the hands of a capable mechanic, and, after two years of experimenting, this machine is now a commercial success. Aside from solving the labor problem, this machine produces a uniform product that is absolutely free from all pulp, which causes deterioration, and puts hemp in a class with other standard raw materials. The strength of the hemp stripped by our machine is from 60 to 100% stronger than hand-stripped.

It is believed that hemp has a great future for the manufacturer of textiles, hats, etc. While it is not believed that it is possible to spin hemp, there is some very beautiful cloth made from hemp now in the Philippines. While hemp has been one of the mainstays of the Philippines, we believe that the hemp machine, and our superior fibre, will enable us to displace the other fibres of the world. There will undoubtedly be discovered new uses for hemp, and as we have immense areas of land that are uncultivated, suitable for the growth of this plant, we will soon be in a position to supply all demands. It is believed by the writer that this is a field for the investment of capital, and an opportunity to realize large returns on investment made in this, our principal resource. It is our intention, after discovering the best varieties of hemp, to ask the Bureau of Agriculture to see that the plants from this variety are distributed. This, in connection with proper cultivation, will tend to improve the fibre and be a further guarantee of greater satisfaction to the manufacturer.

When the production from the machine has reached a point where we can in a measure supply the demand, we will be able to produce it much cheaper than by the present method, thus securing a further benefit to the manufacturer and consumer. We will also, by improving this raw material, make hemp the greatest source of wealth of the Philippine Islands, as the plant is not grown anywhere else in the world as successfully. It is a fact that the plant does not thrive as well anywhere else. The American Colony of hemp growers in Davao have demonstrated what cultivation will do for this plant. The ordinary production per hectare (2 1-5 acres) in the hemp districts is from five to twenty piculs. (One picul is 137¼ lbs.) With intelligent cultivation and irrigation, they have succeeded in Davao in getting sixty piculs. As hemp is worth from twelve to twenty-four pesos per picul, this shows a profit which, I am sure, is attractive enough for anyone. Land is easily acquired and this is one of the best openings for investment that we have.

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HEMP

An Important Philippines Product

By. W. S. MACLEOD

THIS important article of Philippine commerce has often been described, and it is well known in all the countries which manufacture cordage. It is the strongest and best hard fibre known; and the Philippines are fortunate in being the only country which has, so far, been able to produce it to perfection, and in quantities sufficient to meet mercantile demands.

Abacá is not a Hemp, and in the United States it is generally called Manila fibre, or, more shortly, Manila. In Europe, and generally elsewhere, it is called Manila Hemp; while the real Hemps are distinguished by the names of their places of production.

Manila fibre is produced most largely in the Pacific provinces of the Philippine Islands; and, as will be seen below, the South Luzon provinces produce the largest proportion of the yearly crop. It is obtained from a variety of the Plantain family, called botanically Musa Textilis, the trunk of which is built up from the petioles, or stems, of the leaves. To obtain the fibre, the tree is cut down, a few inches above the ground, and the upper part is cut through, just below where the leaves spread. The trunk is then cut into its component petioles, and the fibre is drawn from these under a knife. Each petiole consists of an outer hard layer, which contains the true fibre, and which is usually the only part stripped; and of an inner, soft, layer consisting of pulp, with weak fibre running up it, and which is generally left upon the cleaning ground.

BALING HEMP

The whole structure of these petioles is composed of fibre, with soft pulp, and water, so that it is comparatively easy to separate the fibres by pulling strips of petiole under the knife. The total percentage of water, by weight, is very great; so that a mature tree, weighing eighty to one hundred pounds, only yields one pound to one and one-half pounds of clean, dry fibre. This specially applies to the older plantations, but new plantations, or new land, are said to produce plants yielding three pounds or more of clean fibre.

THE ABACA PLANT

The natives subdivide the "Musa Textilis" into several varieties, each of which is known to them by a different name; and old plantation owners claim one or other variety as that giving the best results. It would appear, however, as if the differences in the various kinds of abacá were partly a matter of environment, the virgin soil of Davao and other districts of Mindanao giving a long, heavy fibre, of great length and strength; and the older lands giving a smaller plant, with a smaller fibre.

Plantations are usually laid out from suckers, placed 7 to 10 feet apart. The root is like a large potato; and as the plant grows, suckers are thrown out from the roots. The main plant, or mother plant, as it is called, matures in eighteen months to two years, and is then ready to flower. At this time, it should be cut down, for fibre, as flowering weakens the strength of the fibres of which the plant is built up. As soon as the mother plant is cut, the suckers shoot up, and the first of them are usually ready for cutting in another six months. New suckers are thrown out around them, which become mother plants in their turn; and the original root spreads, with each growth of suckers, until it stretches far out from where it started. An old plantation, therefore, loses all of its old symmetry; and care has to be taken to keep it well cut down, else the increasing growth would overload the land.

When grown from seed, the plant takes about four years to reach maturity; but the mother plant throws out suckers in the same way, and these mature steadily after the main plant is cut.

When allowed to flower, abacá gives a fruit resembling the banana in shape, but containing seed only. A great deal of uncultivated abacá is found in different parts of the Philippines, propagated, undoubtedly, from seeds which have been carried by birds from one spot to another.

The abacá fibre was first known commercially some eighty or ninety years ago. It is said that a Spanish priest invented the primitive knife and lever arrangement, with which the fibre was then, and still is, extracted.

In the year 1861, the production of abacá amounted to 207,348 bales, equal to 25,918 tons weight. In 1908, the production had increased to 1,052,127 bales, equal to 131,516 tons weight, and of a value of about ₱25,000,000. Practically every pound of this abacá was produced by hard labor, with a "bolo" as the only tool used, and by hard work in the hills. The native system is for a man, or more often two men, to leave their village early in the week, each carrying a small bag of rice, and a straight edged "bolo" or large knife. On reaching the spot they desire to work in, they select a suitable small tree, to the trunk of which they attach a transversal piece of wood by means of rattan. Then they pass another rattan over one of the branches, and after tying down one end of their knife to the transversal piece of wood, they arrange a simple leverage, applied by the foot, on the other end of the knife, with the overhead rattan. They then select the Hemp plants to be cut down, and each takes turns at preparing the

(*Continued on page 108.*)

PRIMITIVE STRIPPING PROCESS

STRIPPING HEMP

SHOWING LONG STRANDS OF FIBRE

ROPE-MAKING IN VILLAGE STREET

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REPRESENTATIVE BUSINESS MEN OF MANILA

1—H. T. Fox.
2—R. L. Levy.
3—Walter E. Olsen.
4—H. Wendt.
5—M. A. Clarke.
6—E. E. Elser.
7—R. Gutierrez.
8—D. M. Fleming.
9—T. J. Wolff.
10—Henry Chandler.
11—H. Lutz.
12—W. W. Payne.
13—Geo. C. Sellner.
14—P. K. A. Meerkamp.
15—W. S. Macleod.
16—D. M. Carman.
17—R. Greuling.
18—R. A. McGrath.
19—Jose Camps.
20—E. M. Bachrach.
21—E. H. Johnson.
22—P. Remcker.
23—S. Erlanger.
24—E. C. McCullough.
25—Antonio Barretto.
26—J. F. Bromfield.
27—P. Meller.
28—A. T. Hashim.
29—A. G. Moody.
30—Juan Seiboth.
31—E. G. Tait.
32—A. M. Opisso.
33—J. R. H. Mason.
34—Dr. John Maye.
35—C. S. Virgil.
36—R. W. Squibes.

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REPRESENTATIVE BUSINESS MEN OF MANILA

1.—J. M. Menzi.
2.—Enrique Brias.
3.—R. Germann.
4.—Milton E. Springer.
5.—John C. Howe.
6.—Geo. E. Brown.
7.—O. Gmuer.
8.—Major P. G. Eastwick.
9.—Charles B. Graves.
10.—Chas. F. Preusser.
11.—B. W. Cadwallader.
12.—G. M. Lack.
13.—P. Hube.
14.—J. J. Connell.
15.—Seth P. Mobley.
16.—John R. Edgar.
17.—F. O. Roberts.
18.—Giuseppe Colombo.
19.—F. Stuart Jones.
20.—W. G. Stevenson.
21.—Geo. A. Zizelman.
22.—H. B. Sullivan.
23.—C. Alkan.
24.—C. Schwinges.
25.—C. Ingenohl.
26.—Robert E. Humphreys.
27.—J. G. Greilsammer.
28.—Dean Avery.
29.—John Pickett.
30.—A. J. Francis.
31.—H. R. Cooper.
32.—A. G. Cohn.
33.—A. E. Noble.
34.—H. Kemlein.
35.—J. Villa.
36.—Tobias Wright.

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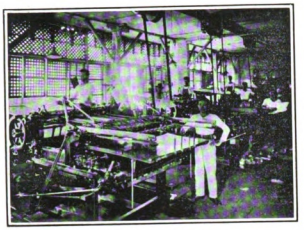
E. C. McCULLOUGH & CO., Inc.



CYLINDER PRESSES

RETAIL DEPARTMENT

JOB PRESSES

AS soon as the news of Admiral Dewey's victory reached the United States, troops were dispatched to take and occupy Manila, and with them came Mr. E. C. McCullough. Together with all the necessary printing machinery, and a staff of six American assistants, he came out, under contract with the government, to take charge of its printing. Following the capture of Manila, under orders from General Merritt, he put up his printing presses and machinery in the Ayuntamiento, or Marble Palace, and commenced to publish government notices in the very hall where the Philippine Assembly now holds its sessions. This, of course, was only a temporary expediency, and soon afterwards a move was made to other premises at the corner of Calle Real and Calle Cabildo, in the walled city, and no longer did the clang of the printing press disturb the calm serenity of the "marble halls" in this ancient home of the Spanish princelings.

PLAZA GOITI

In 1901, Mr. McCullough again moved his machinery and printing materials, by this time greatly increased, to the site of his present extensive premises, opening at the same time a large stationery store and commercial printing department. Not long after this he terminated his contract with the government in order to devote his whole time to general commercial printing. To better meet the many orders he received, he finally decided to incorporate his business, and has now the largest printing press in the entire Orient. This special edition of THE MANILA TIMES, which you now hold in your hand, was printed by E. C. McCullough and Company, and affords an excellent opportunity for the reader to judge of the work turned out by the company.

In addition to the several Miehle high speed, four-roller, printing presses, such as are used throughout Europe and America for all high-class letter-press work, many smaller platen presses are used for the various kinds of job-printing. The machine, however, that immediately attracts the attention of the visitor in the printing works, is the "Monotype," with its seven thousand different pieces, and the almost human movements of its complex machinery. Up to some few years ago all composing was done by hand, but the invention of type-setting machines, fitted with a key-board something like a typewriter, now enables one operator not only to do the work of many men, but to do it more accurately and in shorter time. In the "Monotype" machine a key-board acts upon a paper roll, perforating it something like the roll of a "Pianola"; this roll is set in another part of the machine, and by air pressure the type is automatically set up, leaving it lined and ready for the press.

In the book-binding department, while every mechanical device that human ingenuity can devise is used, the greater part of the work has to be done by hand, and it is interesting to watch the deftness with which men and women perform the task they may have in hand. All the gold-lettering and embossing is beautifully executed, and nowhere else in the East can such artistic work be turned out. The machinery throughout the building is operated by a steam boiler, but in case of a breakdown, an emergency gas engine is always kept ready, so that no delay can occur in the completing of orders. An electric plant is maintained for lighting, fans and dynamos, which also operates some of the smaller and more intricate machinery.

BUSINESS OFFICE

Apart from the printing business and the sale of printing supplies, a large wholesale and retail stationery trade is carried on and the stores carry a wide range of books, stationery, drawing materials, and similar supplies. The firm represents the world-famous "Remington" typewriters, and have a special department for adjusting and repairing all kinds of these machines. They also carry a big stock of office furniture. They are agents for the Roneo Duplicating Machines, the Humber Motor-cycle & Bicycle Company, the Pierce "Great Arrow" Motor-cycles, and the Herring-Hall-Marvin Safes. Every branch of the business is in charge of competent assistants, and careful attention is given to all orders, whether sent by mail or presented in person.

BOOK-BINDERY

COMPOSING ROOM

BOOK-BINDERY

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Health Conditions in the Philippine Islands

By Dr. W. E. MUSGRAVE

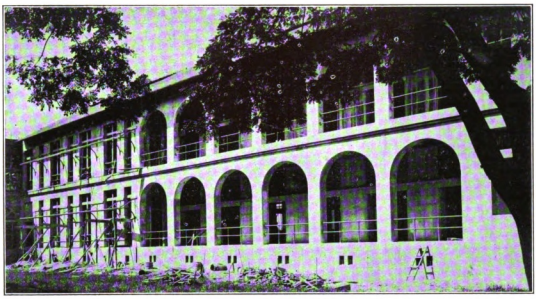
[EDITOR'S NOTE:—*In requesting Dr. Musgrave, than whom there is no better authority on this subject, to write for us an article on the general health conditions in the Philippine Islands we did not wish to place either him or ourselves in the position of denying the undoubted deleterious effects of long residence in the tropics upon people inured to a cold or a temperate climate. We asked him, however, to confine himself, more or less, to an emphasis of the fact that life is as safe here and as well guarded in every way as it is in any other part of the world. For the general loss of verve which occurs every few years to nearly all foreign residents in the tropics there is only one remedy: a trip to the temperate zone. But since "going home" is a periodical event in the lives of all of us who have betaken ourselves to the far places, this is a matter which gives nobody much concern. What we wish to assert, and what Dr. Musgrave has conclusively shown in his article, is that, with sensible living and ordinary caution, one is as likely to enjoy satisfactory health in the Philippine Islands as anywhere else under the American flag. We also wish to call attention to Manila's really extraordinary hospital and medical facilities.*]

In the tropics, to a much greater degree than in temperate climates, the maintenance of health is the result of intelligently directed personal hygiene. This means, of course, that a larger number of diseases of the tropics, whether by nature contagious and infectious or not, are preventable. Furthermore, many of the most severe and fatal diseases common in temperate climates are not found in the tropics at all, or when present are less contagious and much milder in their courses.

Belonging to this class, the first and most important is septicemia, or what is popularly known as "blood-poisoning." In its various forms in temperate climates this disease is very frequent, and is the constant, dangerous, and most feared enemy, particularly of the surgeons and obstetricians. The disease and the principal germ which causes it are rare in the Philippines, with the result that clean or aseptic surgery more certainly follows ordinary hospital technique, and blood-poisoning following childbirth is almost unknown.

Scarlet fever, the worst and most fatal epidemic disease of childhood in temperate climates, is so rare in this country that it may be considered a negligible quantity. Cerebro-spinal fever, popularly known as epidemic meningitis, destroys thousands of children during epidemics in cold countries, and here occurs only as sporadic cases. Only ten cases of diphtheria have been reported for the city of Manila this year, and only one of these died. Measles, mumps, and whooping cough are here and often occur in epidemic form, but all three diseases, as a rule, are less severe and are not followed by the same percentage of severe and even dangerous complications which they often manifest during epidemics in temperate climates.

In addition to the above, which may be termed *natural health blessings of the tropics*, there is another group of important diseases which, thanks to a very efficient public health service and to an excellent and well enforced pure food law, have lost their terrors for people living in the Philippines. Among this class may be mentioned plague, which has been completely eradicated from the islands, and with our present efficient sanitary system should never again be able to secure a foothold in the country. Compulsory vaccination has changed smallpox from a veritable pest to sporadic cases occurring among the unvaccinated. Cholera still exists and occasional outbreaks of considerable magnitude may be expected to occur until general hygienic conditions, particularly in the provinces, have been much improved. However, in Manila the magnitude and frequency of future epidemics will depend upon the extent and thoroughness with which the municipality coöperates with and supports the health authorities in its suggestions and efforts.



Martin. NEW GENERAL HOSPITAL

Segregation is solving the leprosy problem and efficient quarantine, better water supplies, sewage disposal and isolation have reduced typhoid fever, acute dysentery, water-borne parasitic diseases, and many other infections to sporadic cases.

Our local tuberculosis problem is a very large one because of the unusual prevalence of the disease, the limited amount of municipal funds and the lack of public spirited philanthropists who by large donations are making so many things possible in many other parts of the world. Heretofore, not much has been attempted with this problem, but at present plans for a general fight are being made and will be prosecuted with as much energy as available funds and men will allow.

Personal hygiene is another very important force in preventing many of the diseases already mentioned, as well as many others which are only very indirectly touched by public health measures. With special reference to the prevention of infectious or transferable diseases, personal hygiene among foreigners and educated people in the Philippines in general is developed to a degree probably not equalled for effectiveness in any other country in the world. This is a particularly fortunate condition of affairs, although faulty understanding of the principles underlying personal hygiene is responsible for many inconsistencies, as well as humorous and pathetic incidents. As examples of these may be mentioned the mother who tried to sterilize her baby's rubber ball by baking it in the oven, or who carefully sterilizes her child's food and even his toys and yet allows him to wear clothing which comes in contact with the mouth as well as the body, and which has been washed by a dirty native laundryman in a filthy stream.

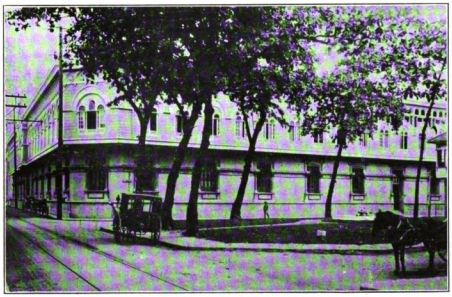
The pathetic side of the picture is seen most often in "the almighty wisdom of bull-headed ignorance." These patients are the class who are always interfering with the "doctor's graft" by curing (?) themselves of every ill from dysentery to cholera by taking cheap cocktails or other alcoholic mixtures sold as patent medicines. Almost every physician of experience in the Philippines has had to put the legal finish to one or more of these cases by signing the death certificate.

In addition to its very great influence in bringing about and maintaining our very satisfactory condition with reference to diseases already mentioned, personal hygiene is almost the only factor at present available for use in avoiding a number of other tansferable diseases. Of these may be mentioned worm infections in general.

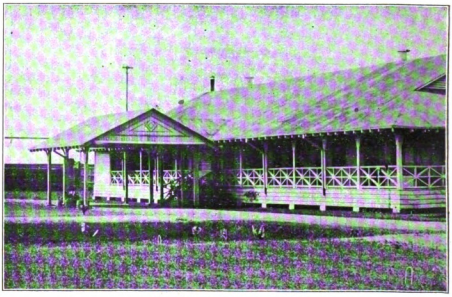
But, fortunately, in the Philippines worm diseases, including hook worm disease, in the vast majority of cases are light infections and do not do much apparent harm. Complete installation of the new water and sewer systems will result in the reduction of worm infections in Manila to an insignificant health factor.

That very important function of personal hygiene which helps materially to prevent a large number of non-infectious diseases has not been sufficiently cultivated here. The great

(Continued on page 112.)



ST. PAUL'S HOSPITAL



CONTAGIOUS DISEASES HOSPITAL

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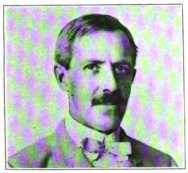
Interesting Things to See and Do in the Philippines

By PAUL C. FREER, M. D., Ph. D., Director of the Philippine Bureau of Science



Dr. PAUL C. FREER

THE average visitor to our possessions in the Far East sees Manila only, or at most he takes a railroad and automobile journey to the delightful mountain resort of Baguio, where he is astonished to find cool, crisp weather and genuine pine trees, where he may ride, play golf or tennis, and even, in the season, shoot a few snipe in the Trinidad Valley. Of course, he will also see the steadily increasing signs of a sound development in mining. But he should stay longer. Mayon Volcano is only one of many places, in addition to Benguet, that are worth some trouble to reach.

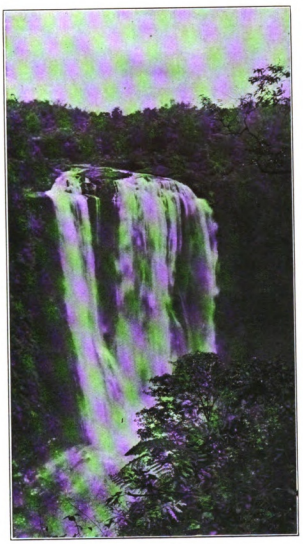
This great volcano rises from the sea coast, between Legaspi and Tobaco, in the form of an almost perfect cone; the white houses and church towers of the surrounding settlements and the deeper colored verdure of the trees at its base, higher up the brilliant green of the bare grass, streaked here and there by old lava flows, and still higher, the grayish-black cinder and ash cone tapers to the peak, with a small plume of steam escaping, apparently, from the extreme summit. The ascent is interesting, but may, if proper precautions are not taken, be dangerous. The rise of the land, in the first part, is scarcely perceptible, the road winding through forest, interspersed with great plantations of Manila hemp; above, as it becomes steeper, the latter give way almost entirely to tropical jungle, finally the path emerges into the *cogonal*, which extends as far as the angle of the slope on the cone will permit. Here and there the entire slope is cut by deep ravines, indicating old lava flows. The way up the cone, at first, invariably lies in one of these ravines, but now and again the mountain climber is compelled to cross rolling cinder beds only a few inches deep, and lying upon a harder base, almost invariably with an abrupt descent below. The angle is so great that every precaution must be taken, as a slip would prove fatal. A good steel-shod alpenstock is practically indispensable. The last five hundred feet are along the perpendicular lava and tuff crags of the summit; the ambitious climber clinging to the latter with hands and toes, wherever support is possible, and slowly working his way to the edge of the crater. Finally, standing upon the rotten foothold afforded by the latter, he looks down into what appears to be a deep, dark well, from which small quantities of sulphur-laden gases escape. Around him, on the margin, jets of steam arise; the ground on which he stands is hot, the boys carrying the canteens are far below, the dry breeze helps the evaporation, and he realizes that he is very, very thirsty. However, the view from the top repays all effort.

The entire southern portion of Luzon is visible, stretching away in a succession of fields, forests, and diminutive villages to the straits of San Bernardino, across which Samar may be seen, and even Leyte on a clear day. The lake of Bató, the interisland waters, and finally Burias are seen to the west; to the north there appears one apparently unbroken stretch of land, with here and there a glimpse of the sea, and the gulf of Albay, with the towns of Legaspi, Albay, Tabaco, and Daraga, as well as the smaller islands to the east, seem to be almost within a stone's throw. I have been high up on the slopes of Aetna, at the entrance to the Val del Bove, from which, many travelers maintain, the finest view in the world is to be obtained, but I certainly think that from the summit of Mayon the vista surpasses the one from its sister volcano in Sicily.

The descent, contrary to what might be expected, takes as much time as the ascent; the rolling ash, the slippery, steep lava flows, the jumping from rock to rock, and the many chances for a fall, all render discretion the better part of valor, until the grassy slopes can be reached. After that it is easy.

Mayon Volcano, seven thousand seven hundred feet high, is decidedly one of the show places of the Philippines, and the wonder is that many of our visitors do not take the opportunity to make the ascent. True, there are other places nearer to Manila. Taal can be reached in a day, but then the visit to the southern peak brings with it an opportunity to see much that is interesting in the Archipelago, and including one of the most extensive hemp districts and the process of preparing the chief product of the Islands for the market.

We all know the shorter launch rides on the Pasig River, and that by keeping on across Bay Lake we eventually reach such interesting places as Los Baños, with its hot springs, Santa Cruz, formerly a place of considerable wealth and still showing the traces of its past condition in the fine houses still standing, and the mouth of the Pagsanjan River. A launch of not too great draft can ascend the latter, at first passing through low-lying swamp, afterward through cocoanut groves, interspersed with villages, the river winding through the chief districts for copra production in Central Luzon. The river, above Pagsanjan, escapes from a narrow gorge, ending above in two series of picturesque falls, which form one of the favorite finales for week-end excursions from Manila. The falls of Majayjay, accessible either from Santa Cruz or Los Baños, are larger and perhaps more interesting. They well repay a visit.



BOTOCAN FALLS NEAR MAJAYJAY

Calamba, formerly the starting point from the Lake for visitors to Taal, and Santo Tomás, in Batangas, are on the recently constructed railroad, and as the shores of the lake surrounding the volcano are only a few miles from the latter place, an excursion to the low cone of Taal is much easier now than formerly. The railroad also makes accessible the great cocoanut region lying in Tayabas Province, and it is, therefore, simple to obtain a good idea of the great possibilities of the expanding copra and oil industry in the Philippines. Modern methods of copra drying, which present no great difficulties in their introduction, should eventually place our cocoanut oil on a par with any in the world and greatly improve the profits of the industry.

Almost all, who undertake any interisland excursions, visit the southern port of Zamboanga on Mindanao, and Joló on Sulu. Zamboanga is remarkable for the great contrast between the old and new régimes. On the one hand we have the modern landing piers, the new provincial building, the growing business houses, the fine roads, and the trim, well-kept military reservation; on the other the old Spanish fort, which formerly protected the settlement against Moro attack, and the crowded Moro village, many houses standing out on piles over the water. The fish market, on any morning, will demonstrate, better than words, the great possibilities lying dormant in the Philippine waters. Joló, completely walled in as to the European city, was built to afford ample protection against the various *datus*, subjects of the Sultan, who continually made war on the Spanish power in these parts. Outside these walls lies the so-called Chinese city, with the market and a number of well-built houses. Fleets of Moro fishing boats crowd along the beach between the landing and the walls of the town. The low cone of Bud Dajo lies outside, a few hours ride to the south, the scene of the famous fight a few years ago. The ascent is so steep that the wonder is how the troops ever got themselves, loaded as they were with rifles and ammunition, up its slopes in the face of the Moro fire, let alone dragging up the guns.

The sea, in the southern waters, extending from Joló to Tawi Tawi and Sitanki, is of a brilliant, sky-blue, and swarms with marine life of all kinds. Schools of fish may be seen from the deck of the steamship, turtles are found on many of the sandy islets, sponges and corals abound; the shores afford excellent sport in the shooting of migratory shore birds, the wooded interiors give opportunity to make large bags of various kinds of pigeons.

In the past few years, Davao, near the head of the gulf of the same name, and in the southern part of Mindanao, has attracted much attention. It is very much worth a visit; the growing commercial settlement lying near the imposing slopes of Mount Apo and the channel between Samal Island and another small one (Talicu) recently having afforded a fine field for pearl fishing. The small coral atoll of Las Palmas is only eighteen hours' sail almost due south of Point San Agustin, forming the eastern side of the Gulf, and here American sovereignty ends and that of the Netherlands begins. The inhabitants of Las Palmas are semi-savages, their houses, implements, and boats resemble those of the Papuans, they pay tribute to the Dutch Government at Menado, in the Celebes, making the long journey during the favorable monsoons, not to return for at least six months, when the wind changes.

These places are to the extreme south of the Archipelago, with Borneo only a few hours' sail from Tawi Tawi. A chain of islands, not so thickly strewn as in the Sulu Archipelago, for there are but seven, extends to the North of Luzon, the Babuyanes and Batanes, ending in the farthest north of the Philippines, Isbayat, from which Formosa, now Japanese, may be seen on a clear day. The Batanes offer a most radical contrast to the smiling southern islands. Here the fiercest typhoons prevail through the season from June, or even May, to December. The houses must be built of stone, strongly protected, the roofs held down by nets of cordage. The deep sea is almost black, and along the Bashi Channel, when even a slight wind is blowing, a tumultuous tide-rip, which often renders navigation most unpleasant, is formed. The inhabitants of the Batanes number more women than men, for the latter are prone to emigrate to more productive fields of labor.

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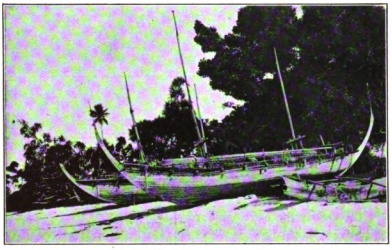
From Batanes Down to Jolo

SCENES MAGNIFICENT AND CORNERS PICTURESQUE

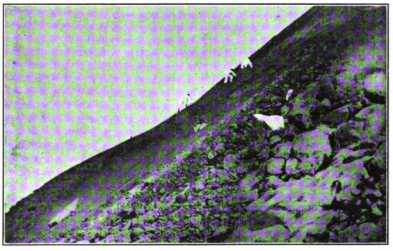
MAYON VOLCANO

STONE HOUSES OF BATANES



PICTURESQUE PRAOS OF LAS PALMAS

PINES OF BENGUET



ASCENDING MAYON VOLCANO

GATEWAY TO THE CAPITAL OF THE SULTAN OF SULU

LITTLE SULU ISLANDERS DIVING FOR COINS

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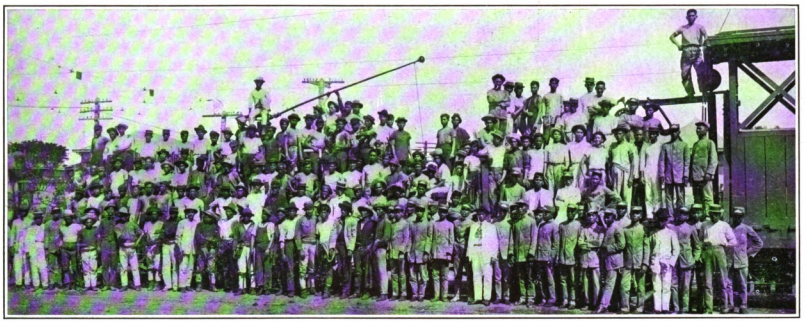
The First Great American Investment in the Philippine Islands

The Manila Electric Railroad and Light Company



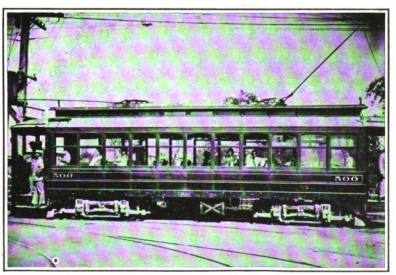
GROUP OF LINEMEN TRAINED BY AND IN THE EMPLOY OF THE MANILA ELECTRIC RAILROAD AND LIGHT CO.

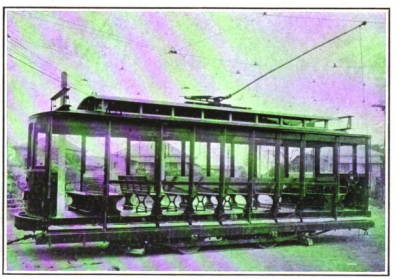
THE enterprise and modernity of a city may well be measured by its lighting and transportation facilities. In Europe and America the progress on these lines, from link-boy and sedan-chair to arc-lights and the automobile, with the intermediate stages of coal oil and gas, of cabs and horse-cars, has occupied a century; in the Orient the development of the cities has been of more recent and more rapid growth in these respects. Twenty years ago Manila was medieval—the streets at night barely indicated by infrequent glimmering wicks, fed with cocoanut oil, the houses of the humble scantily lighted with the same illuminant, and the mansions of the wealthy blazing and reeking with kerosene lamps; prominent citizens rode and drove the sturdy little ponies of the country—the rest walked. In 1898, when the American troops entered Manila they found an obsolescent horse-car system, inadequately serving two or three favored districts, and an old-fashioned electric plant, furnishing a limited and intermittent light to public streets and private buildings. Today Manila has a transportation and lighting system superior to that of any other city in the Orient, and equal to the best in America and Europe.

ON BAGUMBAYAN DRIVE

The Manila Electric Railroad and Light Company represents the first considerable investment of American capital in the Philippine Islands. The franchise was granted in 1902 to Charles M. Swift of Detroit and his associates, before the last of the guerrilla bands had laid down their arms, and while the future of the Islands was still a political issue in the United States. The financial pioneers who ventured their investment in an urban railway and lighting system in those days showed a patriotic confidence in the stability and progressiveness of the American-Philippine Government and the prosperity and growth of Manila which is being abundantly justified.

In 1905 the electric cars began their service, and the great power plant on Isla Provisor commenced to furnish light and power current to the Manila public. Today forty-six miles of track reach all the districts of the city as well as the suburbs of Malabon, Caloocan, Fort William McKinley, and Pasig, in the Province of Rizal; the transfer system enables one to traverse the whole generous extent of Manila for a single fare,





SHOWING THE CLASS OF OPEN AND CLOSED CAR IN USE ON THE MANILA ELECTRIC RAILROAD

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and a few cents more will carry the passenger on the suburban lines far across the rice and zacate fields to the provincial towns. Today every street in Manila is well lighted; the cottages of the poor as well as the more pretentious residences glow with incandescent lamps, and hundreds of industrial establishments operate their machinery by electric motors.

When the company first began its street car service the motormen were all Americans. The Filipinos, however, were quick to learn the handling of the cars, and today all the motormen, as well as the conductors, are Filipinos who have gone through the training school which is maintained by the company. All are dressed in neat suits of khaki, and are as efficient as any similar body of men in the world. A remarkably small number of accidents have occurred since the company began operating its electric car line, this despite the fact that many of the streets of Manila are narrow and crowded, and the record thus far shows the carefulness and efficiency of the Filipino motormen.

IN PLAZA GOITI

The offices, car barns and power plant of the Manila Electric Railroad and Light Company are situated in Calle San Marcelino, a little more than a stone's throw from the City Hall. The office building is a magnificent structure built of concrete and steel.

On the first floor are situated the offices of the cashier and the receiver, where tickets and transfers are taken from the conductors and where the cash receipts of the street car line are collected.

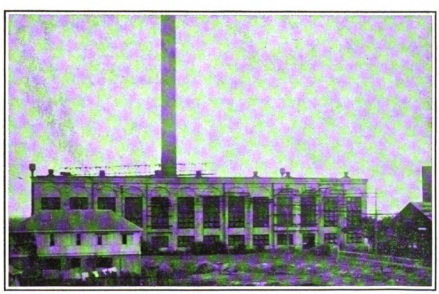
AT THE JUNCTION OF THE MANILA AND SUBURBAN LINES

On the second floor are situated the offices of the Second Vice-President and General Manager, the Auditor, and other offices. Fronting Calle San Marcelino, a wide balcony runs the full length of the building, admitting a steady breeze from the bay.

The site of the offices and plant is admirably located, being at about the dividing line between the two parts of the city, separated by the Pasig river.

In the original plans the company divided up with admirable precision, the various districts of the city of Manila, for the purpose of furnishing a system that would be convenient to all. Few streets, even in the outlying districts, are so far from the car line that the catching of a car entails a long walk.

Besides furnishing adequate facilities for the transportation of passengers during the week days, the company furnishes a greatly increased service for Sundays, which is a boon, not only to those who naturally desire to ride out on that day, but to the large number of Filipinos who visit the various cockpits, base-ball grounds and other amusements. All day Sundays the cars run incessantly, almost every minute, to the cockpits, carrying the thousands who formerly rode in carromatas. Before the Manila Electric Railroad and Light Company began the operation of its car service, public vehicles were almost unobtainable on Sundays. Now they may be found as easily as on other days.



THE POWER HOUSE

Mr. Richard T. Laffin, a veteran in the management of street railways, was the first General Manager of the Manila Electric Railroad and Light Company. A few years ago he resigned and returned to the United States, and was succeeded by Mr. C. B. Graves, formerly manager of the Light and Power Department of the company.

When the company first began operations its tracks extended throughout the various portions of the city. Later the lines were extended to Caloocan, a suburb of Manila, and thence to Malabon, a city in the province of Rizal which, like Manila, is situated on the bay. The lines were then further extended to Fort William McKinley, and afterwards to Pasig, which is situated on the river of that name and marks the entrance to Laguna de Bay, the large lake in La Laguna province.

Formerly the only practicable way to reach Pasig was by boat, up the river. It is true that a trail, wide enough for a vehicle, runs from Manila to a point opposite Pasig, where the other side may be reached by ferry, but the trip was a long and disagreeable one. Now one may take the street car at the Bridge of Spain and reach Pasig in less than an hour—and for a small sum.

This is also true of other suburbs which are visited more than ever before by reason of the electric railroad having made them more readily accessible.

The cars on the Manila Electric Railroad are both plentiful and commodious. They are standard gauge and are equipped with every modern device for the safety and comfort of the public. Most of them are of the wide open variety necessary to comfort in this climate during the greater part of the year, but for the annual rainy season the company have provided a sufficient number of convertible cars to insure the sheltered accommodation of all passengers. Throughout the lines of the city the company maintains a schedule which affords rapid transportation coupled with perfect safety. The Filipino has taken to the pastime of "street car riding" as he has to base-ball and various other American institutions and nightly he may be seen in large and well dressed crowds boarding the huge cars for the spin out across country to Fort McKinley or up the beautiful Pasig River to the town of Pasig where the air is cooled by the soft breezes from the broad Lake of Bays which gleams like a sheet of silver just a mile or so away.

The faith of the found ers has been justified by the development and success of the Manila Electric Railroad and Light Company. Manila may well base its claim to be considered the most modern, the most American, and the most comfortable city in the Fas East in great part upon its splendid system of lighting and transportation, and may well point to the success of this enterprise as a proof of the results to be obtained from judicious investment in the Philippines.

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The Philippine Islands Connected with the Past

By G. A. O'REILLY

Mr. G. A. O'REILLY
Supt. Manila Schools.

HISTORY, when read in a larger way and considered beyond the charm of its frequently pleasing details, is almost uniformly sad in its conclusions. On its every page the careful reader is sure to find the shadow of the inevitable process of destruction, or disintegration, which always appears to precede and to follow creation, and growth and development. Nations are built upon the ruins of nations. The victories of men are all too frequently inseparably connected with the failures of men, and the smallest organism in nature seems to exist only because other organisms have been destroyed, and their elements again utilized. The joy of success and accomplishment, it would seem, to be complete, must be based upon practical unselfishness; upon a willingness to give much and receive little. The great scientist spends a lifetime in the attempted solution of a problem and receives as his reward possibly nothing, possibly a small measure of the world's gratitude, and possibly only the consciousness that he may have succeeded in arranging preliminary details necessary for the success of those who follow. The explorer, the navigator, the pioneer, the teacher, the missionary, are all mere road breakers in the great march of things, and success, nearly always a something on ahead, apparently to be enjoyed by others more fortunate. In other words, the figure, or emblem, which the strong men of all nations and all times have, perhaps unconsciously, accepted as their model, no matter what their chosen field, is the soldier upon the firing line, defending a principle; or it may be only making smooth the way for what must follow, giving all, demanding nothing, receiving little.

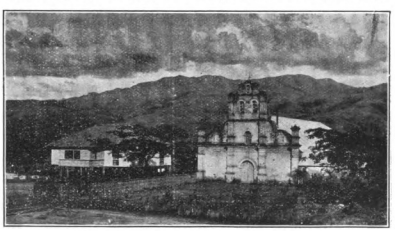
Even nations appear to enjoy no immunity from the operation of this principle. Greece and Rome, and the nations of old; the great Mongolian Empire of Genghis Khan; the civilizations of Northern Africa, and the wonderful structure erected by Charlemagne, were created, became powerful, dominated the world for a time, disintegrated, and passed away, and now exist only as themes for historian, philosopher, and poet. Even the great virtues and lessons which they studied and taught, and transmitted to posterity, have been so changed and colored by their passage through the years as to be almost indistinguishable from the actual products of modern effort, and only the scrutiny of the careful student is able to connect them with their proper sources. In the shadow of the apparently larger things which have grown out of them, they exist as unimportant details, a theory of ethics, a principle of law, a fact of science, or some other form of things, each gradually losing its identity as a feature of the past, until we are almost forced to believe that some fine morning the world will awake, believing itself to be wholly modern and wholly emancipated from its former obligations to the past.

There is apparently no good reason for believing that the tendency indicated is not active in modern, as it was in olden times, or that it should not go on indefinitely as a principle fundamental in the great plan of creation. In England, with the problems of increasing demands and exhausted resources, with the great armies of unemployed and the unemployable, with aggression from without and unrest from within, with the prospect of hostile invasion no longer a mere nursery bugbear, and with a sturdy foe across the Channel who daily and hourly drinks to the toast "The Day," a condition exists which makes every honest Englishman realize that the glories of the Empire may, after all, not be based upon such eternal security as has always been her boast. The developments of the Russo-Japanese War taught a lesson in unexpected national weakness which shook the world. In France, the activity of the germ of national disintegration manifests itself in a variety of serious forms, and even in our own dear America the constant vigilance of all is none too great a security against the danger of a repetition of the history of nations which once were, but which, in spite of tradition, and power, and excellence, have passed away.

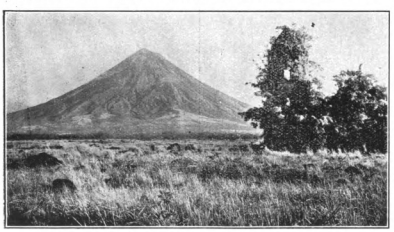
Nowhere else in all history is found such a striking example of this inevitable disintegration of nations, regardless of merit, as in the story of Spain and Portugal. Scarcely a single element necessary to complete this sad picture is missing. Power, and might, and intellect, and true greatness, held sway for a time, and then, due to that indefinable something which seems to control the destinies of nations, passed away, leaving behind only an object lesson; an inspiration; an elementary foundation upon which new, and perhaps stronger, structures and institutions may be erected. Twice in the history of these two countries has the operation of this process been observed. Once, with full completeness, when the great Arab civilization, which reached its zenith in the 10th century, was practically wiped out of existence, and again in more modern times, when these two countries, the forerunners of Christianity, the pioneers of civilization and enlightenment in two hemispheres, can look around them and find a whole world disposed to concede to them only an interesting past, an unimportant present, a hopeless future.

The bumptiousness of the English chronicler and nation, through whose eyes the Western world has unfortunately seen Europe for several centuries, has made it extremely difficult for us to do anything like full justice to the merits of these two countries, or to measure, with any degree of correctness, the influence which they have exerted upon the history of the world. In later times, however, the spirit of the situation has changed. To-day, when the formerly unfathomable mysteries of the East have become the everyday social, political, and commercial problems of the West; when the flowery genius of the Orient has given way to the fearfully practical business enterprise of the Occident; when, due to the wonders of modern scientific effort, the world has grown so small that all of its parts are, in point of time, within minutes of each other; when we of the great American nation find that our supposedly new problem in the Orient is not new at all, but old—old as the hills—old as the story of the contact and the conflict of the different races of the earth—in such a day history must be read in a broader way, and with less of domestic coloring than formerly. In such a day, nations may not draw around themselves and their institutions a mantle of exclusiveness, and call all within great, and theirs only. In such times, and confronted by the simple facts of the case, the honest man, and particularly the honest American, must no longer delude himself with the, perhaps pleasing, but entirely erroneous, belief that all of our greatness, and glory, and excellence, are based exclusively upon the things which William the Conqueror found in Great Britain. We must admit that in the great work of discovery, of exploration, of civilization and development which began with the 10th century and which comes down to the present day, the leading part has been played, not by England, or Germany, or France, but by these two, now almost obscure countries, Spain and Portugal, occupying the little corner of southwestern Europe known to the Greeks of old as the Iberian Peninsula.

History has done full justice, and more, to the glories and achievements of Northern and Eastern Europe, past and present. The Heroic Age, the developments of Art, Literature, Science, and Government, have all been pictured to us in colors so vivid and terms so positive, as to almost entirely exclude the thought of Spain and Portugal, and yet, at a time when the now common



OLD CHURCH AT CERVANTES, LEPANTO-BONTOC



BURIED CHURCH OF DARAGA AND MAYON VOLCANO ITS DESTROYER

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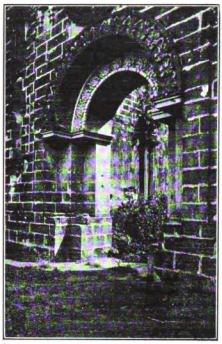
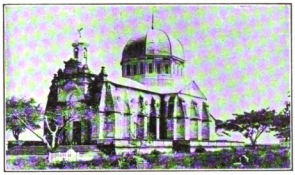


Martin.
PORTAL OF THE RUINED CHURCH OF GUADALUPE

processes of reading and writing were in Northern Europe dignified as arts and their possession confined to a few priests, the University of Cordova, with its thousands of students, conferred degrees as distinguished as any of modern times. At a time when the art and the architecture of Northern Europe seemed able to serve no higher purpose than the construction of strongholds which might protect one robber baron from the attacks of another, this same Cordova was a city of beautiful palaces and homes, with 3,000 mosques, with more than 300 public baths, each one a work of art, and with a population of more than half a million; and when in Northern Europe our ancestors were a scattering, wandering, and warring collection of tribes, unable to live at peace with each other or among themselves, and existing from day to day, some wonderful power had so operated in Spain and Portugal as to amalgamate Roman, and Goth, and Hun, and Arab, and Berber, into a peaceful, domestic, prosperous, and intelligent people.

Neither weak nor timid were those Iberians of old, and their ships sailed on all the known waters of the world, and constantly and fearlessly, with neither compass nor chronometer, invaded the unknown, when in all the North, spirits daring enough to sail into the Sea of Darkness were confined to a few Irish priests from the cloisters of Innisfallen, and the ever roving, half-savage Northmen, concerning whose drifting, history furnishes so little of definite information. In more recent times the case was still the same, and, while John of England, in the 13th century, was vainly endeavoring by bribe and threat to force his unorganized vassals to accompany him across the Channel, that he might reconquer lost possessions, hardly a year passed that did not witness some determined effort upon the part of the hardy mariners of Spain and Portugal to break through the real and imaginary walls of terror which from the beginning were supposed to separate Europe from the unknown world, and which had come to be definitely recognized as the point beyond which man might not go. During the entire period of exploration and discovery, an effort to overcome apparently insurmountable obstacles, and extending down to 1521, when the circumnavigation of the globe finally became an established fact, and even later than that, the world conceded to Spain and Portugal a magnificence of conception, a power of execution, and a liberality of attitude towards the peoples with whom they came into contact, which rendered them almost unique. The list of names of those who earned fame during this period is a long and honorable one, and the history of their achievements fills many volumes. As one writer states it, "to the middle of the 15th century the Spaniards and Portuguese enjoyed an exclusive monopoly upon the hazards of the open ocean."



LA LOMA CHURCH IN RIZAL PROVINCE

OLD CHURCH AT TAAL

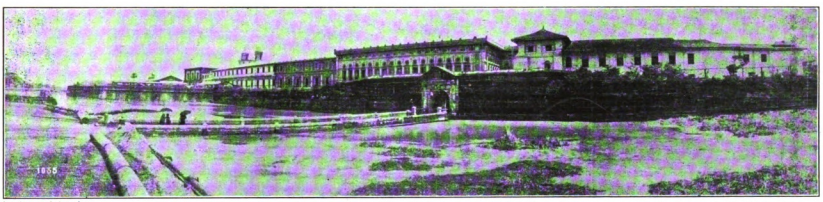
Martin.
OLD FIGHTING TOWER AT CEBU

Not as the aimless and scattered efforts of irresponsible adventurers was the wonderful work of exploration of these two nations carried. Their determination to break down barriers and open up the treasures of the unknown world to Europe was for centuries the dominant tone in their national life.

In the early part of the 15th century Prince Henry of Portugal, the father of modern navigation, established, with marked success, an institution, the sole object of which was to educate and inspire navigators and to promote the interests of Portugal beyond the limits of the then known world. Expedition after expedition endeavored to pierce the darkness of the Atlantic, or to force a passage southward beyond the imaginary limit to navigation fixed by tradition and superstition, and finally, in 1486, Bartholomeu Dias sailed around the southern point of Africa and some distance northward along the east coast, and returned to Europe after having made a journey of more than 13,000 miles. A little later Covilham won honors in the same field. Then Christopher Columbus discovered the American continent, and in 1497 Vasco da Gama completed the journey from the Mediterranean around Africa to the Indian Ocean and China.

In this wonderful work of exploration, demanding such high standards of performance, were engaged a class of men whose performance has perhaps never been equalled in the history of daring enterprise. To the names already given might be added those of Almeida and Albuquerque, who gained such signal victories over the enemies of Portugal in Indian waters; Ojeda; Pinzon; Solis; Cordova; Cabral; Vespucci; Balboa; Coelho; and finally, and the greatest of them all, Ferdinand Magellan, who, by making possible the circumnavigation of the globe, definitely solved the problem toward whose solution the efforts of the world had been directed since long before the dawn of Christianity.

It seemed, however, that in spite of the possession of such a magnificent array of motives, and efforts, and men, and in spite of the wonderful success which for several hundred years had accompanied the efforts of these nations, the rule of decay must hold good. The germ of national disintegration must operate, and in the old way. The story can be briefly told, and the facts leave no doubt as to the proper conclusions to be drawn.



Squires and Bingham.
THE OLD WALL AROUND THE CITY OF MANILA AND THE MOAT AS IT WAS SEVEN YEARS AGO. THE MOAT IS NOW A TURF-CARPETED PLAYGROUND

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On May 4, 1493, Pope Alexander 6th, acting in the interests of peace between the two then greatest powers of Europe, drew a line from the unknown North through the Cape Verde Islands to the unknown South, and arbitrarily decreed that all new land, discovered and undiscovered, lying to the east of it should belong to Portugal, and all to the west of it to Spain. Thirty years later a ship flying the flag of Spain sailed into the Guadalquivir and on up to Seville, after circumnavigating the globe, traversing two oceans, confirming the discovery of the great American continent, proving that the earth is round, and putting safely to rest the great question discussed for more than 2,000 years. Today the foreign possessions of these two countries consist of a strip of land in East Africa, the City of Macao, a few little-known ports on the coast of India, and a comparatively unimportant group of islands lying off the west coast of Africa.

It is difficult, in a spirit of entire fairness, to believe that Fate, in relegating these two nations, great in accomplishment, to the realms of obscurity, has dealt the cards fairly. Their history in Europe, in America, in Asia, is a wonderful and an honorable one. In Europe, while the other nations were remaining very much at home and engaged in fighting their not infrequently undignified domestic battles, these two nations were fighting the battles of the world. In America, while the English settler was engaged in the extermination of the red man to make way for a white civilization, the Spaniard and the Portuguese were building schools and hospitals and asylums throughout their possessions, laying the foundation of the really wonderful brown civilizations which are found principally in Mexico and South America. In Asia, while England, as a purely selfish commercial proposition, was engaged in the purely selfish commercial exploitation of India and China, the Spaniards in the Philippines were engaged in transforming the half million uncivilized heathens which Magellan discovered, into the seven and a half millions of civilized Christians which the American occupation found in these Islands.

If the decree of fate which is responsible for the decline of the power of Spain and Portugal is based upon justice, it is certainly a justice whose consideration and defence require far more extensive discussion than is possible in the present connection.

The history of the Philippines, inseparably connected with the careers of these two countries, is comparatively simple and far more easily understood than is theirs. When Magellan, in 1521, after a voyage unequalled in all history, sailed through the straits bearing his name, and on westward, entering the great ocean which he named the Pacific, realized, as Columbus, in spite of the honor which has been generously conceded him, failed to realize, that a new continent and a new ocean had been discovered, his great mind instantly leaped to the conclusion that ahead of him, and to the westward, were Asia, of untold wealth, Japan (the Cipango of the great story of Marco Polo), the Moluccas, the wonderful islands of spices, and farther on the great Indian Ocean and Africa and the route of Vasco da Gama and then home and victory and honors beyond his most extravagant dreams. For nearly four months he sailed westward, passing only two islands which are mentioned in history, until, on March 6, 1521, the Ladrone Islands were reached. The description which Magellan gives of these islands and their people is interesting as conforming in all important details with the description which the truthful visitor of today would give. On March 16, or 17, of the same year, he reached what is now definitely believed to be the Island of Samar, and a little later the Island of Cebu. It is not the purpose of this article to deal to any extent with the history of this great man. It is sufficient to say that all of his contact with the natives of these Islands was such as to cast no shadow upon his already wonderful record. Courage, honesty, and a self-sacrificing devotion to the interests of his country, and the faith which he represented, characterize every historical reference to his name. It is sad to contemplate the untimely ending of such a brilliant career before his great dream, the circumnavigation of the globe, had been accomplished. It was to be, however, and in a comparatively short time after his discovery of the Philippines he gave up his life on the Island of Mactan, fighting bravely and unselfishly in the interests of the natives whom he had promised to protect.

The progress of Christianity in the Philippines is one of the most remarkable accomplishments in history, and to one who has enjoyed opportunity for observing the suspicion with which Malays of all classes view new institutions, reflects great honor upon the strong men of church and state who in these early days guarded Spain's destinies in the Orient. In less than sixty-five years after the discovery of the Islands by Magellan, more than 250,000 Filipinos, about half the then total population of the Islands, had embraced the Christian faith. Monasteries had been established at more than fifty different points, and throughout practically the entire Archipelago the gospel of Christianity and the arts of peaceful development were being established and taught in a most practical manner.

Slavery, which Magellan found to exist generally and which constituted the most serious bar to the progress of both religion and prosperity, was, in 1591, abolished by order of Pope Gregory the 14th. As early as 1590, schools, semi-public in their nature, were established at different points in the Islands, and today the University of Santo Tomas in Manila is the oldest educational institution under the American flag.

The history of the Islands, compared with the history of other countries, and in spite of much that has been stated to the contrary, has been remarkably free from bloodshed, or acts of violence, and presents an object lesson in colonial administration which is well worthy of careful study. A few indisputable facts seem conclusive upon this point. The population of the Islands, at the time of Magellan, consisted, according to all authorities, of not more than a half a million uncivilized people. During the period which elapsed between that time and the date of the American occupation this population has increased to more than seven and a half millions of people, who, with the exception of the savage hill tribes, were fairly well civilized Christians. How Spain, throughout a period of more than three hundred years, maintained peace and made normal development a possibility, practically without the assistance of an army, is one of the questions which modern administrators find difficulty in understanding. Whatever the secret of this wonderful accomplishment of Spain in the Philippines may be, there cannot be properly left out of it the names of the truly great men so inseparally connected with it, Urdaneta, Legaspi, Salcedo, De Goiti, Rada, De Sande, Salazar, Dasmariñas, Fajardo, Simeon de Anda, and a host of others not less famous.

With the landing of the American forces in 1898 was closed the history of Spain's active participation in the affairs of the Philippines and, in a very broad sense, in those of the world. Again the last act in one of Fate's great representations of the destiny of a nation must be performed. Due largely to the accident of war, this beautiful group of islands, the last outlying expression of Spain's greatness as a world power, was forced out into the very middle of the great highway of modern progress. The spirit of the times asserted itself almost immediately. Radical changes must be effected. A new tone must be imparted. The old conservative method which in times past made nations and the history of nations, were not equal to the accomplishment of the tremendous new task. The Philippines, with whatever inclinations, must keep step with the onward march of civilization. In a moment, as it were, the spirit of the play was changed, the curtain was drawn upon the greatness of a nation which for nearly a thousand years had occupied, if not the centre, at least a most important place upon the stage of world development, and an entirely new cast and new scenes were ushered in.

A splendid exemplification of the theory indicated in the earlier portions of this article is found in the brief history of the American occupation of the Philippines. Already, in the rush and enthusiasm of our first success, we seem to have forgotten that the foundation of every one of the institutions of which we are so proud and upon which we are expending such splendid efforts, were constructed, as were the walls of old Manila, by other men who built for all time. Even after a short eleven years of effort by us the civilization of the Islands is, in the hurried judgment of the present day at least, American rather than Spanish. The glory of the islands, present and future, would seem to belong not to Spain but to America. The three hundred years of struggle against Paganism, against Moro and Chinese and Japanese and English invaders, the beautiful old walls of Manila with all their wonderful story, the houses of worship, the schools and hospitals scattered along a thousand miles of coast and found in even the remote mountain fastnesses, the thousands of well-organized and peacefully existing communities, each a centre of Christian worship and Christian sentiment, will, if the present tendency continues even for another eleven years, be relegated to an obscure and unimportant past. The points of heroic achievement, Cebu, Laoag, Fortun Island, Mariveles, Playa Honda, Punta de Flechas, Cavite, Abucay, Baler will be forgotten and in their places History will name Manila Bay, Camp Dewey, The Thirteenth of August, San Juan Bridge, Guadalupe, La Loma Church, Zapote Bridge, Calumpit, Tila Pass, Balangiga, and Bud Dajo.

OUR CREDIT IS GOOD

By W. H. CLARKE, Insular Auditor

The credit, i.e., the borrowing power, of a firm or corporation is based upon three things—its ability to pay, represented by its net worth; its past record for payment of its obligations; and its prospects. Generally, the credit of a government is determined upon the same elements.

At the close of the last fiscal year the Insular government's worth, as shown by its assets, was ₱38,170,767.63. Of this amount ₱12,067,168.41 was in cash and current assets, and ₱26,103,599.22 was represented by expenditures made for the benefit of future years, such as construction of public buildings, school houses, river and harbor works, docks, wharves, roads and bridges, irrigation works, etc. These latter, in commercial parlance, are commonly termed "capital expenditures," and in corporations are usually covered in their entirety by bond issues, while this government has only so covered a part of such expenditures. The largest item of bonded debt of this government is the issue for the purchase of the Friar lands—₱14,000,000.00. Against this liability there has been accumulated already a sinking fund of ₱1,410,921.18, and the only parcel of these lands whose purchase price was criticized at the time was bonded a few weeks since at an advance of twenty per cent. upon its cost. The lands purchased will undoubtedly pay this debt at maturity and leave a respectable surplus to the credit of the account.

As the government has done business at its present stand since August 13, 1898, without defaulting payment of any of its obligations, great or small, its record in that regard will satisfy the most inquisitive Dun or Bradstreet.

Its prospects must be judged by its earning capacity. Its receipts from customs last year were ₱17,139,014.74, from internal revenue ₱4,744,666.66, from franchises ₱66,948.30, from the ice plant ₱355,755.79, and from miscellaneous sources ₱433,081.64, a total of ₱22,739,467.13. Its current expense expenditures for the year were ₱14,135,923.68, for bureaus and offices, ₱595,535.81, for miscellaneous expenses, ₱1,070,180.61, for fixed charges, ₱1,367,001.41, for contribution to the expenses of the City of Manila and aid to provinces, a total of ₱17,168,641.51, leaving a balance of ₱5,570,825.62 to cover expenditures for betterments, permanent improvements, etc.

It commences the current fiscal year with a surplus of ₱12,067,168.41 in cash and current assets, and with every probability of a substantial increase in its general revenue account.

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The American Hardware and Plumbing Co.

THE BUILDING OF THE AMERICAN HARDWARE AND PLUMBING COMPANY WITH TWO INTERIOR VIEWS

AMONG the many fine new buildings in Manila, one of the best and biggest is the great establishment of the American Hardware and Plumbing Company, situated in Calle Echague. The structure has a frontage of ninety-three feet, a depth of one hundred and fifteen feet, and is four stories in height, with a distance from cornice to sidewalk of sixty feet. Built to resist earthquakes and fire, it is modelled on the new standards of weight and strength made necessary by the experience of the San Francisco disaster. The frame is built throughout of steel, with walls of reinforced concrete. One of the most striking features of the building is its lower front of huge plate-glass windows which run for a breadth of ninety feet and are twenty feet high. These reveal not only the window stock, but also the great sales rooms extending back to the rear of the building. The florated steel ceiling is high—twenty-two feet from the floor—and around the big, airy, well-lighted room extends a broken mezzanine floor.

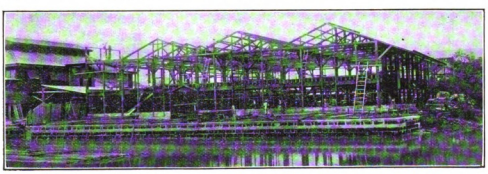
In this great store-room, as well as throughout the entire building, the most convenient of arrangements—the things that business men learn by experience—are made for handling the enormous wholesale and retail work of the firm. There are offices on the ground floor for the conduct of the retail business, while the directing staff are housed in upper offices on the mezzanine floor. At the back of the lower office is a large fire-proof vault in which the books and records are kept. The vault is fourteen feet by ten in size. The arrangements for the display and storing of goods are admirable: the lower and mezzanine floors are entirely devoted to the display of those selected articles the company keeps in bulk, while the two upper floors, connected by an elevator, are used to keep the various stocks in quantity. Mr. Henry M. Jones, the president of the American Hardware and Plumbing Company, himself designed the building and personally superintended every part of its construction.

Founded over ten years ago, the company has been one of the most successful of American enterprises in the Philippines. From the very first its record has been one of steady progress and development until today it stands the greatest business of its kind in the Far East, and a worthy monument to the industry, energy, and perseverance of the men who built it up. The first start was made in Calle Carriedo, with a subsequent move to the Walled City, this being in the "Days of the Empire" when much of the business life of the city centered there. In 1903 the location of the concern was changed to Plaza Santa Cruz, where the business rapidly outgrew the limitations of the building it occupied. Circumstances compelled a delay in obtaining a new home, it being then exceedingly difficult to find a suitable location, the company having the intention of purchasing a site and erecting its own building. Finally the opportunity to buy the property on Calle Echague occurred and was promptly seized. The transfer completed, the present handsome and commodious building was erected and opened to the public in 1908.

Mr. HENRY M. JONES
President and General Manager

Mr. SIMON FELDSTEIN,
Au't Manager

Mr. W. E. LIND,
Sub-Manager



THE NEW BODEGAS OF THE AMERICAN HARDWARE AND PLUMBING COMPANY NOW READY FOR OCCUPANCY.

In the Calle Echague or Market Street store itself, great advance has been made since the opening of the building fifteen months ago. New departments have come into operation, each under its own manager, an experienced and expert man. House-furnishing has become a prominent feature in the firm's transactions; fuel and stoves of the latest types, together with safes, sewing-machines, scales, and steel- and iron-ware can be seen in the store. Packing, belting, all kinds of rubber goods, paints, oils, etc., can be obtained from them, as well as fire-extinguishers, sanitary fittings, lawn mowers, saws, mechanics' tools, and ice-boxes. The Department of Sporting Goods has a fine assortment of baseball, basketball and tennis outfits, each complete and of the best quality. In the Glass and Crockery Department there is everything a customer can require, including table-sets of excellent finish and design, cut-glassware, and plated table-ware. The firm make a speciality of the famous Oneida Table-ware, and can show a magnificent display of knives, forks, and spoons; of jugs, trays, and basins. They also have an extensive range of glass sheets for window and other work. It is a boast of the American Hardware and Plumbing Company, and not an idle boast either, that they have a larger stock of goods than any other three of the biggest firms put together.

There is one branch of the firm's enterprise which will be of special interest to the store-keepers in the provinces, as well as to individual customers. People residing away from Manila have long experienced difficulty not only in obtaining such articles as they may require, but also in getting those articles when they have purchased and paid for them, owing to poor shipping arrangements and uncertain and dilatory delivery. To remedy this the American Hardware Company have instituted a special Shipping Department, which is in charge of a man experienced in this work, and cognizant of the movements of the inter-island steamship service. He watches the movements of the different vessels, studies the quickest and best routes, and attends to the prompt dispatch of the orders executed by his firm. In this way delays are few, errors in shipping are reduced to a minimum, and the safe delivery of goods assured. In both the wholesale and retail branches, provincial customers receive the most careful attention, and in every way the firm endeavor to meet the wishes of their clients, who can feel perfectly safe in ordering by mail. A large warehouse fronting Calle Castillejos and on the Estero San Miguel, off the Pasig River, has been taken by the firm, and here they keep an enormous stock. The company deal direct with the manufacturers, and buy in large quantities, thus enabling the individual to purchase through them at a very much cheaper rate than he could elsewhere.

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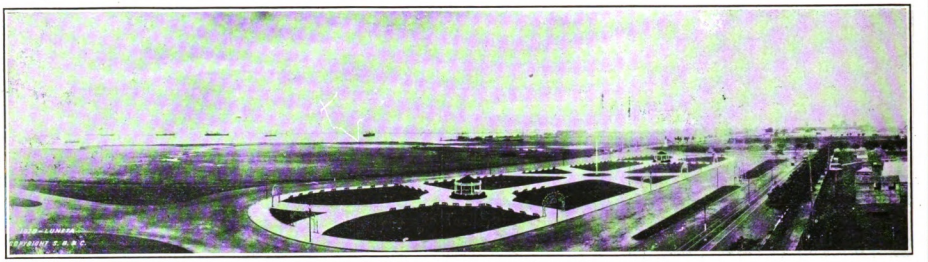
Illustrating the Manila Idea



Squires & Bingham

BIRD'S-EYE VIEW OF THE FAR-FAMED LUNETA WHERE MANILANS GATHER EVERY EVENING TO LISTEN TO A BAND CONCERT AND TO ENJOY THE BREEZE FROM THE BAY

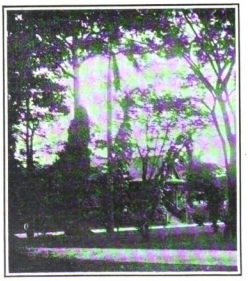
THE NEW ELKS' CLUB IN PROCESS OF RAPID CONSTRUCTION

Squires & Bingham

VERANDA AT COMMISSIONER GILBERT'S HOUSE OVERLOOKING THE BAY

Squires & Bingham BEAUTIFUL SALA IN THE HOME OF COL. J. N. WOLFSON ON THE PLACID PASIG

MAJ. AHERN'S VERANDA WHERE IT IS PLEASANT TO BE OF AN EVENING



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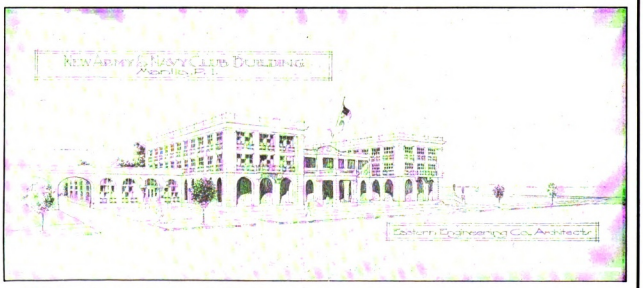
IN THE BOTANIC GARDENS



THE NEW ARMY AND NAVY CLUB, THE ATTRACTIONS OF WHICH WE WILL BE ENJOYING AT THE END OF THIS SUMMER

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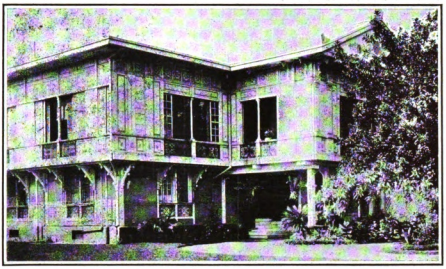
Beautiful Homes and Attractive Clubs

Squires & Bingham

MALACAÑAN, THE OLD PALACE ON THE RIVER, THE RESIDENCE OF THE GOVERNOR GENERAL



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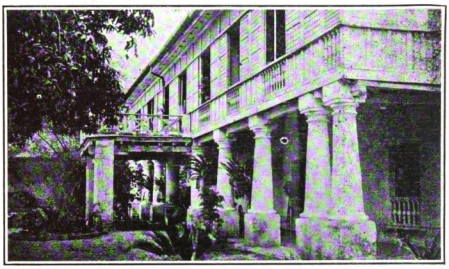
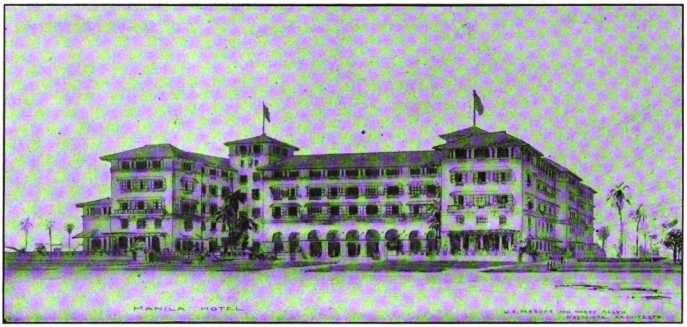
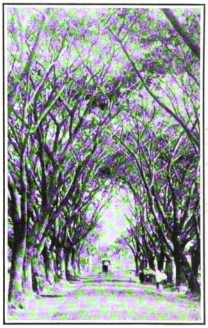
ENTRANCE TO COMMISSIONER GILBERT'S HOUSE ON THE BAY



A BEAUTIFUL SPECIMEN OF OLD SPANISH ARCHITECTURE AT SANTA ANA ON THE RIVER, A MANILA SUBURB WHICH HAS MANY SUCH HOMES

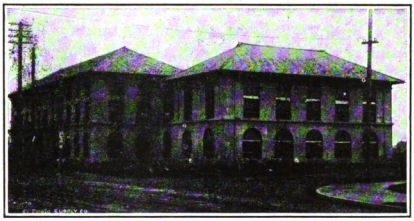


THE NEW HOTEL ON THE LUNETA EXTENSION IN WHICH WE HOPE TO ENTERTAIN NEXT YEAR'S CARNIVAL GUESTS



Martin

STREET CANOPIED WITH "FIRE TREES"



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THE MANILA YOUNG MEN'S CHRISTIAN ASSOCIATION

THE MANILA CLUB, USUALLY CALLED THE ENGLISH CLUB, BECAUSE IT IS

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The Public Lands

Where They Are, What They Are Good For and How They May Be Acquired.

By Capt. CHAS. H. SLEEPER

IT has been estimated that the Philippine Archipelago covers an area of 120,000 to 125,000 square miles. This area is found between the parallels 21° 25′ N. and 4° 45′ N. and meridians 116° and 127° E. Lying within these boundaries and scattered throughout the length and breadth of the Archipelago, it is estimated, in the aggregate, that there are 12,000,000 hectares of agricultural land belonging to the Public Domain and open to settlement under the provisions of the Public Land Laws.

PUBLIC LAND IN CAVITE PROVINCE

In so extensive a tract of country, and particularly in view of the fact that the elevation extends from sea level to an altitude of more than 7000 feet, many varieties of soil may be expected, while the climate ranges from the even heat of the tropics to the mild temperature of the high wooded mountain ranges. The soil in all parts of the Islands consists mainly of decomposed volcanic rocks in which is decayed organic matter. In the valleys is found a deep, rich, alluvial composition, and in the mountain ranges a firmer, though equally productive, class of soil.

With the great range of elevation and variety in the composition of the soil there is also necessarily presented a marked variation in the vegetation, both in the forests and in the cultivated fields. About 300 fiber plants of either general or local commercial value are found in the different provinces, while food-producing plants grow in great variety and profusion, as well as plants yielding valuable gums and dyes. Tropical fruits grow in abundance in nearly all parts of the Islands and are produced

De Berri Studio

Capt. CHAS. H. SLEEPER
Director of the Bureau of Public Lands

PUBLIC LAND IN NUEVA ECIJA PROVINCE

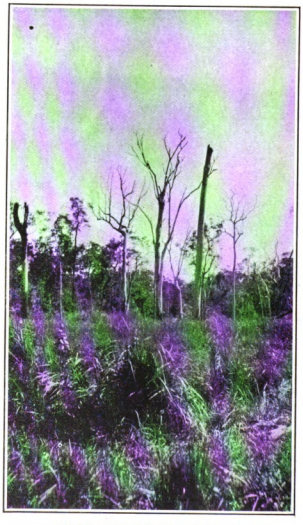
with little, if any, cultivation, while corn, potatoes, tomatoes, and many other vegetables respond rapidly when given proper cultivation and attention. A crop report in any measure complete would contain the names of many crops entirely unknown in the more temperate zones of the United States, while such staples as wheat, oats and barley would not appear at all. There is also a marked difference in the vegetation between that produced on the Pacific Coast of the Islands and that of the China Sea. In the former region the rainfall is greater and more frequent than in the latter, and on the eastern coast the mountain ranges crowd close to the sea, and the agricultural area is limited.

Unlike Hawaii and almost all other well-defined volcanic formations, the Philippines have few, if any, barren lava beds; none of the bare desolate shores of northern coasts, and no wide wastes of sandy desert.

Nearly every part of the vast areas of public land is capable of being turned to some useful purpose. The swamps, or overflowed portions, are largely covered with mangroves and nipa, the former making an excellent firewood, while the latter is used extensively by the natives for building purposes. The bark of the mangrove tree is also extensively exported for dyeing and tanning purposes. This is found along the seashore in all parts of the Archipelago.

Large areas of overflowed land are also used for the production of rice, the principal food of the natives. All of the grassy, rolling plains of the upland which are not susceptible of easy cultivation furnish excellent pasturage for cattle, carabao and horses. Those rocky stretches of uncultivated land, such as is found along the northwest coast and which in early years was presumed to be worthless, is now found to be the exact quality of soil required to produce the best quality of maguey or sisal. Wherever irrigation is necessary it is an easy and simple operation, as there are large rivers which flow in every direction throughout the Islands, and these not only make irrigation possible, but are also used as arteries of commerce, and together with their countless tributaries, form a most excellent system of drainage.

The agricultural possibilities of the Islands are practically untouched. The products which have rendered the most profitable returns and for which the Islands are most noted are hemp, rice, sugar, tobacco, and copra. The most important of these is hemp, and it is a business that has no rival, as no other part of the world has succeeded in producing this valuable fiber in commercial quantities. The demand for Manila hemp is constantly on the increase, for, aside from the amount that is consumed from year to year in the manufacture of cordage, the harvesters now in use in large grain-growing



PUBLIC LAND IN TARLAC PROVINCE

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districts are constantly calling for twine, and none has been found so good as that manufactured from the hemp plant. While the fiber of the sisal plant is being used to some extent, it does not in any measure equal the hemp fiber in streng h, pliability or resistance to exposure to the weather. It retains its strength long after being exposed to sun and rain, which is not characteristic of other fibers that have been tried as substitutes. Hemp is found generally throughout the Archipelago. Only a small fraction of the area adapted to hemp is under cultivation, and this is particularly true of the great islands of Mindoro and Mindanao, nearly the whole of which belong to the Public Domain.

Rice is produced principally in the provinces of Pangasinan, Nueva Ecija, Pampanga, Tarlac, Bulacan, Cavite, Laguna, and in the southern part of Camarines, Capiz, Negros and Cebu. Like hemp, it is produced in nearly all parts of the Archipelago, but in the provinces other than those named it is largely for local consumption. There is public land in all of these provinces, but the largest areas are found in Pangasinan, Nueva Ecija, Tarlac, Camarines and Negros.

Land best adapted to the cultivation of sugar will be found in the provinces of Iloilo, Negros Occidental, Laguna, Cebu, Bataan and Pampanga. These districts are the best known at present, but as the cane requires a sandy, alluvial soil, there is no reason why other parts of the Archipelago would not produce cane equally as well. This is particularly true of the Island of Mindoro. The largest areas of public land adapted to the growth of sugar will be found in the provinces of Negros, Mindoro, Iloilo and Bataan.

By far the best qualities of tobacco are grown in the provinces of Cagayan and Isabela. Considerable quantities are also produced in the other provinces of northern Luzon and in some of the southern islands, especially Negros, but the grades are much inferior to those of Cagayan and Isabela. In these two provinces are found vast stretches of public land.

Except in the higher mountain regions, cocoanut groves are found in almost every part of the Islands. Perhaps first among the provinces in the production of cocoanuts is Tayabas; but the production is also large in Laguna, Mindoro, Sorsogon, Leyte, Palawan and certain parts of the Moro Province. Proximity to the sea makes the growth of the cocoanut tree possible in every island of the Archipelago. As there are vast areas of public land stretching along the beach, there will be little difficulty in selecting a site eminently fitted for the growth of the cocoanut palm.

In addition to the more important crops already mentioned, others have been successfully tried. It is believed by those who are familiar with soil conditions that in the provinces of Benguet and Lepanto-Bontoc the soil is equally as good for the production of coffee as any found in Porto Rico. A very excellent quality of coffee has been found in these provinces as well as in Cagayan and Batangas. As coffee is one of the most important of tropical commodities imported into the United States, and as none of the States produces any coffee, it can readily be seen what an opening there is for the industry in the Philippine Islands, particularly as the best coffee land belongs to the Public Domain and can be acquired easily and at small cost.

Among the dye-producing plants, indigo holds an important place. This plant thrives best in the provinces of Ilocos Norte and Ilocos Sur, but is also produced in Bataan, Laguna, Pangasinan, Zambales and Negros Occidental.

The cacao plant and various spices have been grown successfully in nearly all of the southern islands.

Experiments with rubber show that the islands of the Sulu Group and the Island of Mindanao are particularly well adapted to the growth of the rubber tree.

Stock-raising should constitute a valuable industry in the Philippines, as there are thousands of acres of open ranges covered with grass of excellent quality and resembling to some extent what is known in the United States as "bunch grass." The best grazing lands are found in eastern Pangasinan, northern Nueva Ecija, Nueva Vizcaya, Isabela, Cagayan, Bontoc, Benguet, Palawan and various parts of the Island of Mindanao. There are hundreds of acres in the open ranges which would produce a great abundance of native hay, and once the matter of transportation is solved, thousands of tons of this hay would find ready sale in the Manila market.

On account of the fact that the Public Domain of the Philippines has not yet been surveyed, it is impossible to obtain exact data as to where public lands are located, but provincial treasurers and local land officers of the Bureau of Lands, having a knowledge of local conditions, can, with a great egree of accuracy, locate the public lands within their respective provinces. In the more sparsely settled provinces it is no trouble whatever to locate land, as the vast majority of all the lands belong to the Public Domain. Any persons who desire land for specific purposes may communicate with the Bureau of Lands, and suitable tracts will be located.

The following will in some measure indicate the municipalities of the various provinces where public land may be found and the products for which each province is best adapted, according to experiments which have already been made. As before stated, however, most of the better known products, particularly tropical fruits, will grow in almost any part of the Islands, and it may be that future experiments will show that certain products will produce better in quantity and quality in those parts where they have not yet been extensively tried. The estimated total areas of unoccupied public lands indicated in the following statement include forest and mineral lands. So far as is known, no estimates have been made of the forest and mineral lands in each province.

PROVINCE OF AGUSAN:

Estimated area of unoccupied public agricultural and forest land—300,000 hectares.

Practically the whole province belongs to the Public Domain, and the best lands lie along the Agusan and Tubay Rivers.

Principal crops: hemp and cocoanuts.

PROVINCE OF ALBAY:

Albay Malinao Manito
Rapu Rapu Tobaco Ligao

Estimated area of unoccupied public agricultural and forest land—344,000 hectares.

Principal crops: hemp, copra, rice.

Principal mineral product: coal.

PROVINCE OF AMBOS CAMARINES:

Bula Calabanga Daet
Goa Libmanan Lupi
Mambulao Nabua Pasacao
Pili Sipocot

Estimated area of unoccupied public agricultural and forest land—734,000 hectares.

Principal crops: hemp, rice.

Principal mineral product: gold.

PROVINCE OF ANTIQUE:

Culasi Pandad San Remigio
Tibiao

Estimated area of unoccupied public agricultural and forest land—265,000 hectares.

Principal crops: rice, sugar. Large areas of grazing land.

PROVINCE OF BATAAN:

Dinalupijan Mariveles Orani
Orion

Estimated area of unoccupied public agricultural and forest land—129,000 hectares.

Principal crops: sugar, rice.

PROVINCE OF BENGUET:

Estimated area of unoccupied public agricultural and forest land—208,000 hectares.

Nearly the whole of the province is public land and is mountainous.

Principal crops: sweet potatoes, coffee and nearly all vegetables of temperate zone. Large areas of grazing land.

Principal mineral product: gold.

PROVINCE OF BULACAN:

There is very little public land in this province.

Principal crops: rice, sugar.

PROVINCE OF CAGAYAN:

Baggao Claveria Gattaran
Pamplona Peña Blanca

Estimated area of unoccupied public agricultural and forest land—1,165,000 hectares.

Principal crops: tobacco, rice, corn. Adapted to coffee.

Considerable rolling grazing land.

PROVINCE OF CAPIZ:

Badajoz Cajidiocan Odiongan
Romblon

Estimated area of unoccupied public agricultural and forest land—466,000 hectares.

Principal crops: rice, hemp, cocoanuts, corn and sweet potatoes.

PROVINCE OF CAVITE:

There is very little public land in this province.

Principal crop: rice.

PROVINCE OF CEBU:

The area of public land in this province is very small.

Principal crops: corn, tobacco, sugar and rice.

PROVINCE OF ILOCOS NORTE:

Badoc Bangui Dingras
Paoay Piddig

Estimated area of unoccupied agricultural and forest land—287,000 hectares.

Principal crops: maguey, tobacco.

Principal mineral products: asbestos and manganese.

PROVINCE OF ILOCOS SUR:

Bangued Bucay Santiago
Tagudin Vigan

Estimated area of unoccupied public agricultural and forest land—323,000 hectares.

Principal crops: maguey, sugar.

PROVINCE OF ILOILO:

Buenavista Iloilo

Estimated area of unoccupied public agricultural and forest land—345,000 hectares.

Principal crops: sugar, rice and some tobacco.

PROVINCE OF ISABELA:

Cabagan Nuevo Cauayan Echague
Ilagan Naguilian Tagle
Tumauini

Estimated area of unoccupied public agricultural and forest land—1,227,000 hectares.

Principal crop: tobacco. Considerable prairie grazing land.

PROVINCE OF LAGUNA:

There is very little unoccupied land in this province. Such as there is, is probably in the vicinity of Los Baños and Paete.

Principal crops: sugar, cocoanuts, rice.

PROVINCE OF LEPANTO-BONTOC:

Estimated area of unoccupied public agricultural and forest land—517,000 hectares.

Nearly the whole of the province is public land and is mountainous.

Principal crops: coffee, rice, sweet potatoes, corn and some tobacco.

Principal mineral products: gold and copper.

PROVINCE OF LEYTE:

Caibiran Carigara Ormoc
Palompon

Estimated area of unoccupied public agricultural and forest land—643,000 hectares.

Principal crops: hemp and cocoanuts.

PROVINCE OF MINDORO:

Bulalacao Calapan Mamburao
Naujan Pinamalayan

Estimated area of unoccupied public agricultural and forest land—992,000 hectares.

Nearly the whole of the western half of the island, also a strip along the eastern coast, is open to settlement.

Principal crops: cocoanuts, rice, hemp, sugar.

Principal mineral products: gold and coal.

PROVINCE OF MISAMIS:

Less than ten per cent. of the province is under private ownership.

Estimated area of unoccupied public agricultural and forest land—918,000 hectares.

Principal crops: hemp, cocoanuts.

Principal mineral product: copper.

MORO PROVINCE:

Baganga Davao

About one and one-half per cent. of the land is occupied.

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Estimated area of unoccupied public agricultural and forest land—7,216,000 hectares.
Principal crops: hemp, cocoanuts.

PROVINCE OF NEGROS OCCIDENTAL:

Bacolod	Bago	Escalante
La Carlota	Murcia	Pontevedra
Sagay	Saravia	Silay
Valladolid		

Estimated area of unoccupied public agricultural and forest land—620,000 hectares.
Principal crops: sugar, hemp, tobacco, rice and corn.

PROVINCE OF NEGROS ORIENTAL:

Dumaguete	Luzuriaga	Siquijor

Estimated area of unoccupied public agricultural and forest land—443,000 hectares.
Principal crops: hemp, sugar, corn.

PROVINCE OF NUEVA ECIJA:

Bongabon	Cabanatuan	Cuyapo
San José	San Juan de Guimba	Talavera

Estimated area of unoccupied public agricultural and forest land—453,000 hectares.
Principal crops: rice, sugar, corn. Grazing land in northern part.
Principal mineral product: gold.

PROVINCE OF NUEVA VIZCAYA:

Estimated area of unoccupied public agricultural and forest land—496,000 hectares.
Only about one per cent. of the land is occupied.
Principal crop: rice.

PROVINCE OF PALAWAN:

Coron	Cuyo	Puerta Princesa
Taytay		

Estimated area of unoccupied public agricultural and forest land—1,339,000 hectares.
Principal crop: cocoanuts. Large areas of grazing land.

PROVINCE OF PAMPANGA:

There is very little unoccupied public land in this province; probably a small amount in the vicinity of Porac.
Principal crops: rice, sugar.

PROVINCE OF PANGASINAN:

Alaminos	Bolinao	Malasiqui
San Carlos	San Isidro	San Quintin
Tayug	Umingan	Villasis

Estimated area of unoccupied public agricultural and forest land—183,000 hectares.
Principal crops: rice, tobacco, sugar and cocoanuts. Eastern part hilly grazing land.
Principal mineral product: copper.

PROVINCE OF RIZAL:

There is very little unoccupied public land in this province; probably a small amount in the vicinity of Pililla and Tanay.
Principal crops: rice, sugar, corn, mangoes, etc.
Principal mineral product: gold.

PROVINCE OF SAMAR:

Estimated area of unoccupied public agricultural and forest land,—1,264,000 hectares.
Practically the whole of the interior is public land.
Principal crops: hemp, cocoanuts.

PROVINCE OF SORSOGON:

Arroroy	Gataingan	Irosin
Magallanes	Matnog	Mobo
Prieto-Diaz	San Jacinto	Uson

Estimated area of unoccupied public agricultural and forest land—489,000 hectares.
Principal crop: hemp. Sub-province of Masbate, hemp. Considerable grazing land.
Principal mineral products: gold and coal.

PROVINCE OF SURIGAO:

Hinatuan
Estimated area of unoccupied public agricultural and forest land—1,000,000 hectares.
Only about one and one-half per cent. is occupied.
Principal crops: hemp, rice, cocoanuts.
Principal mineral product: gold.

PROVINCE OF TARLAC:

Concepción	Moncada	Pura
Tarlac	Victoria	

Estimated area of unoccupied public agricultural and forest land—227,000 hectares.
Principal crops: rice and sugar.

PROVINCE OF TAYABAS:

Alabat	Atimonan	Baler
Calauag	Gumaca	Infanta
Mauban	Mulanay	Pagbilao
Pitogo	Polillo	Sariaya
Tayabas		

Estimated area of unoccupied public agricultural and forest land—1,506,000 hectares.
Principal crops: cocoanuts, hemp.
Principal mineral products: gold, coal and petroleum.

PROVINCE OF UNION:

Aringay	Namacpacan	San Fernando

Estimated area of unoccupied public agricultural and forest land—120,000 hectares.
Principal crops: rice, tobacco, sugar.

PROVINCE OF ZAMBALES:

Masinloc	Subic	San Narciso

Estimated area of unoccupied public agricultural and forest land—502,000 hectares.
Principal crops: rice, sugar.

Any unoccupied, unreserved, agricultural public lands in the Islands may be acquired by homestead, purchase or lease. An individual possessing the required qualifications may homestead sixteen hectares. He may also purchase sixteen hectares and lease one thousand and twenty-four (1024) hectares.

An association of persons not incorporated may purchase sixteen hectares for each member of the association. An association may also lease 1024 hectares.

A corporation is restricted to the ownership and control of 1024 hectares.

A homestead settler is required to pay a fee of twenty pesos, to cultivate the land for five years, and to reside thereon for two years preceding the date of filing final proof.

Lands may be purchased at not less than ten pesos ($5.00) per hectare. The quality of the soil and general characteristics of the land will determine the price at which the land will be sold. A purchaser must cultivate the land for five years before patent will issue.

Leases will be made for not exceeding twenty-five years, with the privilege of renewal for the same period. For the first twenty-five years land will be leased at not less than fifty centavos (twenty-five cents) per hectare per annum, and for the second twenty-five years at not exceeding one peso and fifty centavos (seventy-five cents) per hectare. The price per hectare for the first twenty-five years will be determined in the same manner as for sales.

While the chief source of wealth of the Philippines since their acquisition and partial civilization by Spain in the sixteenth century has been the production and exportation of agricultural commodities, mineral development during the past two or three years shows that that resource is yet in its infancy. It is now a definitely established fact that gold exists in paying quantities in at least seven provinces, while good indications have been found in several others. Numerous claims have been located and several companies have been organized to develop the gold deposits of some of the more prominent districts. The districts which have excited the most interest up to the present time are Benguet, Masbate, Paracale, Lepanto-Bontoc and Nueva Ecija. New districts are constantly being reported, the latest of which is on the Mariquina River in the Province of Rizal.

While gold is easily the first in importance of the metallic mineral resources, the mineral wealth is by no means confined to this metal. Valuable deposits of copper, and in large quantities, have been found in Mancayan, Lepanto-Bontoc. The extraction of iron ore in Angat, Bulacan Province, has been a source of profitable industry for many years. On the Island of Marinduque, Tayabas Province, and in Cebu, indications of lead are so good that on the former island mining for this metal is receiving serious consideration. The coal mines of Cebu and Batan Island are well known, produce profitably, and companies owning these mines have recently reorganized for the purpose of mining on a larger scale than has heretofore been attempted. In addition to the minerals already mentioned, indications of nearly every other mineral have been found. Mineral development during the first period of American occupation shows that the mining industry has not yet fairly well begun.

Mineral lands may be acquired by making a discovery, marking the corners of the claim, posting proper notices and recording notice of location with the mining recorder. During each year after a claim is located, an expenditure of two hundred pesos (one hundred dollars) must be made in labor or improvements on the claim. When a locator has expended one thousand pesos in this manner he is entitled to a patent upon the payment of twenty-five pesos per hectare for the land. Vein or lode claims must not exceed nine hectares in area, and under existing laws but one claim may be located on the same vein or lode by the same person or company. Placer claims must not exceed eight hectares if the locator is an individual, and sixty-four hectares if the locator is a company. There is no restriction as to the number of placer claims that may be located.

Coal lands may be acquired by filing a notice of location and paying one hundred pesos per hectare if the land is located within fifteen miles of a completed railroad, navigable river or available harbor, and fifty pesos per hectare if the land is situated more than fifteen miles from such railroad, river or harbor. An individual or company is restricted to one entry which, in the case of an individual, must not exceed sixty-four hectares, and for a company not more than one hundred and twenty-eight hectares.

To the pioneer, whether agriculturist or miner, the Philippines present a virgin field in which to cast his resources and capabilities. Unlimited possibilities are at his command. The climate, soil, drainage and simple methods of irrigation are such as to assure the agriculturist abundant crops. Mining development has proceeded far enough to prove beyond doubt that many of the more important minerals are among the substantial values of the Islands.

FORESHORE AND RECLAIMED LANDS.

The Government of the Philippine Islands has decided to retain title to the Foreshore, to lands under water, and to areas which the government may reclaim by filling. It has, however, provided legislation which admits of the leasing of such lands for business and commercial purposes for long periods. Thus navigation companies, railway companies and industrial concerns may obtain control of such property for docks, warehouses, etc., when such control does not interfere with navigation.

The tracts of reclaimed land which the government has been filling for the past several years in Manila and Cebu will shortly be thrown open for leasing for business and commercial purposes. The areas of both these reclamations are peculiarly adapted for such purposes, being adjacent to wharves and docks built by the government, and will be connected with the interior of the Islands by railways. The general government will undertake to construct complete street systems through such areas, and the properties will be offered for lease to the highest bidders. Such property should in the future become the choice business property in the cities mentioned.

The Manila Reclamation Area consists of 87 blocks, the aggregate area of which is 404,086 square meters, of which 73,046 square meters will be reserved for government purposes; for the custom house, the purchasing agent, and for military purposes. The balance will be leased at a rental of three per cent. per annum of the appraised value, leases to run for ninety-nine years.

The Cebu Reclamation Area consists of 7 blocks, one of which has been reserved for government purposes, and the balance, containing an area of 25,828 square meters, will be leased for business purposes.

When the new port works of Iloilo are completed, there will be a large area of reclaimed land, belonging to the government, which will be subdivided and disposed of as in the cases of Manila and Cebu. Thus the government will have provided in the three largest cities of the Islands opportunity for the installation of modern facilities for handling shipping, and will have given the business community an opportunity to profit thereby.

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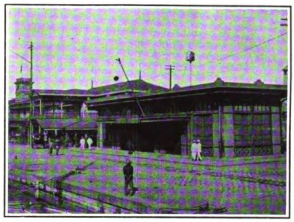
Union Ticket and Information Company and Inter-Island Express Co., Incorporated

VIEW OF THE PASIG RIVER LOOKING SOUTH FROM THE UNION TICKET OFFICE



OFFICE OF THE INTER-ISLAND EXPRESS CO., AND BAGGAGE DIVISION OF CUSTOM HOUSE IN FRONT OF THE UNION LANDING

IT has been said, and it is perhaps true, that the forerunner —the first visible sign— of civilization is the telegraph line, which connects established communities with their vanguards who have blazed the trail for those who come after. Yet not second to the telegraph and, in fact, vastly more important in the light of the later day civilization of the age in which we live, is the establishment of a more complete system of communication for commercial purposes. The telegraphic line has its limitations. The business of commerce, which we have come to realize is the life of any country or settlement, cannot be conducted over a wire, however well that wire may serve the specific purpose for which it was designed. Other things than messages must be constantly going back and forth, and facilities must be furnished for traveling and for the shipping of documents, packages, and, very often, bulky merchandise.

It is possible today to send from Manila a document or a package of merchandise into the very wilds of a practically unexplored country.

Inter-island transportation, at the beginning of American sovereignty of the Philippines, was in a deplorable state. Shipping was a privilege and a monopoly, instead of a fair competition between shipowners.

Then the government began to offer inducements to the shipowners to put their vessels in first-class condition by paying reasonable subsidies. The owners responded to the encouragement thus offered, and under this system the service has greatly improved and is today under the direct supervision of the government.

No greater proof of the desire of the shipowners to coöperate with the government in improving inter-island shipping could be offered than the formation by themselves of the Union Ticket and Information Company and the Inter-island Express Company Incorporated, which is really one company, divided into two distinct departments. The companies forming this association are: The Compañía General de Tabacos de Filipinas, Ynchausti and Company, Smith Bell and Company, and the Compañía Maritima. The president of the corporation is Mr. H. T. Fox, of the Compañía Maritima. Mr. J. B. Lewels, the general manager, conducts the affairs of the company.

The Union Ticket and Information Company is merely a union of the ticket offices of the companies named, where tickets to any part of the Philippine Islands may be purchased at the same price as from the company's main office. All information relative to the arrival or sailing of any steamer is furnished freely. The offices are in the old Captain of the Port's building, in front of the Union landing, from which place all launches for foreign-going steamers arrive and leave. The building contains a ladies' waiting room and all the conveniences of any railroad station.

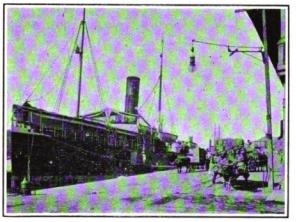
The Inter-island Express Company is for the purpose of handling express or freight to any part of the world. Shippers may deposit their packages with the company, with the assurance that they will be safely delivered at any address. Where packages cannot be sent by the ordinary routes, along which the company maintains 210 offices by water routes alone, they are sent by pack train or mounted messengers to any part of the islands. To get its express packages into the mountains of Benguet, Pangasinan, and Lepanto-Bontoc, the company maintains a pack train between Tagudin and Cervantes, where merchandise and letters and packages are carried by Igorrote runners. Another pack train is maintained between Candon, Ilocos Norte, and Cervantes. Another pack train is now being organized between Butuan and all points up the Agusan river. Still others are maintained throughout the breadth of Mindanao and in other parts of the islands which cannot be reached in any other manner.

Mr. J. B. LEWELS, General Manager

The company also accepts freight and express packages for all parts of the world, and are the Eastern agents for the following well known companies: Wells Fargo and Co., Danzas and Co., the China Express Company, and several others.

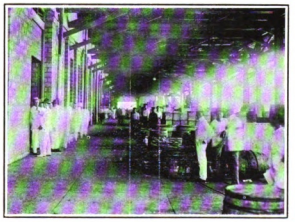
Another important branch of the business of the company is the shipping of cigars, in small quantities, to the United States. The laws are such that cigars cannot be shipped to the United States free of duty except in lots of 3,000 or more. The company, however, by a special arrangement with the government, accepts for shipment anywhere in the United States, boxes of 25, 50, or any other quantity, paying the internal revenue tax and attending to all other details. They are shipped to the company's agent at San Francisco, in large quantities, and there readdressed and forwarded to their destination, relieving both the shipper and the addressee of the petty annoyances incident to shipments made by a single person. The cost of this service is nominal.

As an outward evidence of the forces that have combined to make the Philippines, under American dominion, not merely a place of beauty that will attract the casual tourist but a business center where commerce thrives and which is fast taking its proper place in the greater affairs of the Far East, this company is a fair example of the enterprise of the community in which it operates and which is rapidly taking advantages of the great opportunities which are furnished by the untold wealth of the country's natural resources.



CONTRACT STEAMER PANAY ON THE ILOILO RUN

LOADING SUGAR FOR THE MANILA MARKET



RECEIVING WHARF OF THE MANILA CUSTOM HOUSE

A PACK TRAIN IN THE HILLS OF LEPANTO-BONTOC

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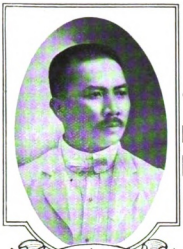

C. Lukban

Major J. F. Case

Capt. C. H. Sleeper

Irrigation in the Philippines

IRRIGATION has undoubtedly been practiced in the Philippine Islands for two hundred years, and there are evidences that the practice dates back to before the discovery of the Islands by the Spanish.

The Spanish Friars directed the construction of the first permanent irrigation systems. Some of the systems built by the Friars are so extensive that the cost of building them today would be almost prohibitive.

Aside from irrigation systems built by the Friars, there are, throughout the Islands, and especially in Luzon, a large number of more or less efficient irrigation systems which are owned and operated by Filipino farmers.

The first step in the present irrigation movement was taken when the Honorable Secretary of Commerce and Police, now His Excellency, the Governor-General, urged an appropriation for the construction of worthy irrigation projects. Act No. 1688, dated August 17, 1907, appropriated "for the construction and maintenance of irrigation plants and systems in the provinces, subject to allotment and regulation as to the use of water and charge therefor by the Secretary of Commerce and Police, two hundred and fifty thousand pesos (₱250,000.00). Provided that this shall be a permanent reimbursable appropriation." Subsequently the legislature appropriated ₱500,000.00 by Act No. 1837, and later by Act No. 1854 a recurring annual appropriation of ₱750,000.00, beginning July 1, 1909.

On June 10, 1908, the Irrigation Committee was formed by the Secretary of Commerce and Police.

The members now are:—

Major James F. Case, Director of Public Works, Chairman.
Mr. Edward Bowditch, Jr., Secretary to the Governor-General, Secretary.
Mr. L. F. Goodale, Supervising Railway Expert.
Captain C. H. Sleeper, Director of Lands.
Mr. C. M. Conner, Acting Director of Agriculture.
Mr. Warwick Greene, Assistant to Director of Public Works.
Mr. M. F. Loewenstein, of Castle Bros.-Wolf & Sons.
Señor C. Lukban, Assemblyman from Rizal.
Señor A. Hernandez, Assemblyman from Iloilo.
Señor M. Gonzalez, Assemblyman from Pangasinan.

This committee was empowered to recommend allotments of money for irrigation projects, and to recommend the terms on which such allotments should be made. They were also to prepare a law covering the use and distribution of public waters. The committee were, in their work, to be guided by the following general points:—

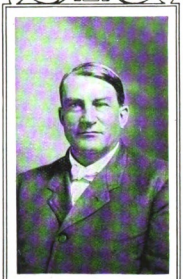
(a) In the allotment of money the first criterion should be the greatest economic advantage that could be realized.

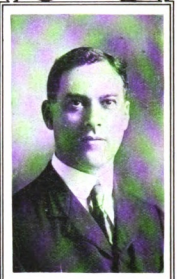
(b) The first money for irrigation projects should be for rice lands.

(c) First consideration should be given to lands which were adjacent to good means of transportation.

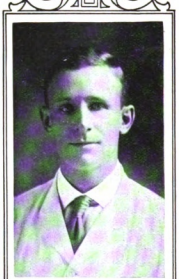
(d) Notwithstanding the above, it is desired that the money should be used in different parts of the Archipelago.

(e) In determining the relative merits of the different propositions, cost of construction per hectare will serve as a guide.

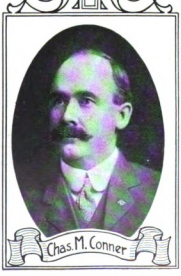

L. F. Goodale


M. F. Loewenstein

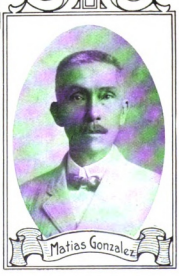
Warwick Greene


E. Bowditch Jr.

E. W. BOLDT - 1910


Chas. M. Conner

Adriano Hernandez


Matias Gonzalez

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(f) Water rates are to be charged which will cover the cost of operation and maintenance and make an adequate return toward reimbursement of the capital cost.

(g) The title of projects should be vested in the government.

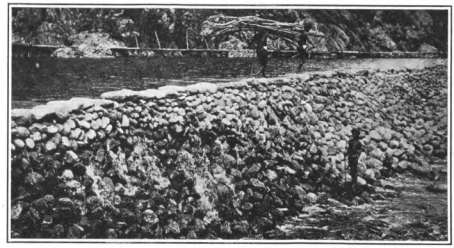
(h) The Bureau of Public Works will construct irrigation systems, and the Bureau of Lands will administer them.

The committee began their work on June 11, 1908, and from that time it has been carried steadily forward. Most of the work of the committee has been the consideration of new irrigation projects and recommendations to increase the studies on possible systems. An irrigation law has been prepared which will be presented to the legislature at its next session. Until that time the work will be carried on under the provisions of Act 1854 and the Spanish Law of Waters.

For any community or irrigation district to secure government aid, it is only necessary that they apply to the Irrigation Committee, requesting that their project be investigated. If the project is found to be a feasible one the land-owners will be required to give the government a guarantee that the cost of the system will be reimbursed in yearly payments extending over a period of from ten to twenty years.

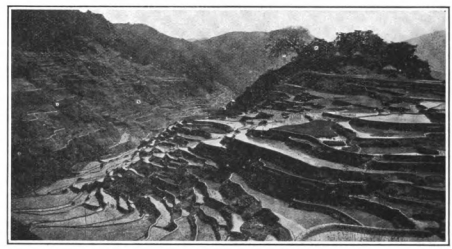
The Division of Irrigation was formed in the Bureau of Public Works on January 1st, 1908, and by July 1st of that year a number of engineers had been secured from the United States. The first work of the government was to investigate the projects that had already been brought to its notice. The Irrigation Committee asked all the Provincial Governors to send information concerning irrigation systems which needed rebuilding or repairing, and concerning irrigation projects which they thought were worthy of construction. Work was immediately begun on securing data on the flow of rivers, and special studies were made of desirable projects.

The work of the Irrigation Division which, in a way, though on a smaller scale, is similar to that of the United States Reclamation Service, has increased rapidly. More than 100 irrigation schemes have been investigated. As was expected, a large number of these were dropped for various reasons, such as excessive cost per hectare, unsafe engineering features, lack of population, etc. But from these investigations a number of very desirable projects have resulted. The following tabular statement gives briefly the status of these projects:—



FACE OF DRY STONE IGOROT DAM RENEWED ANNUALLY

These projects comprise a total area of 129,100 hectares, with an estimated cost of ₱5,288,000. Their construction would alone do much to relieve the present rice situation, and the total cost does not equal the value of the rice importations for any year since 1899. If this entire area should produce but one crop of 40 cabans of palay to the hectare, its value would be upwards of ₱13,000,000.



RICE TERRACES OF IFUGAOS QUIAGAUT AND BANAUE

The benefits of irrigation as applied to rice culture in the Philippine Islands may be classed under four heads:—

(1) Increased crops.
(2) Crop insurance.
(3) Increased use of animals.
(4) More continuous use of labor.

According to the best available figures the minimum increase in the production of rice which can be expected from controlled irrigation is 30% per crop. From this figure the increase may run as high as 60% per crop, or even higher. These figures, of course, are applied to lands which are now raising rice with rainfall irrigation methods, and which are subject to disastrous droughts.

The value of irrigation in the Philippine Islands as crop insurance is sufficient to warrant the necessary expenditure. The average production for five years, based on one crop per year, is as follows:—

	With Irrigation.	Without Irrigation.
(1)	100%	90%
(2)	100%	50%
(3)	100%	60%
(4)	100%	25%
(5)	100%	75%

or an average unirrigated crop of 60% of that produced under irrigation. These short crops are the direct result of droughts and locusts, with much the larger part attributable to droughts.

In India the construction of irrigation systems has varied from ₱30.00 per hectare to ₱100.00 per hectare, with an average of ₱50.00 per hectare. In the United States these costs vary from ₱20.00 to ₱500.00 per hectare, with an average value of about ₱75.00 to ₱90.00 per hectare. In California water is so valuable that the construction of irrigation systems cannot be computed on the basis of area irrigated. Such rigid economy is practiced that the results cannot be compared with other places. In many places ₱50.00 per hectare per year is paid for a very moderate amount of water. In Formosa the Japanese are proposing to spend ₱22,000,000.00 to irrigate the neighborhood of 110,000 hectares of land, or approximately ₱200.00 per hectare for construction. In the construction of government projects in the Philippine Islands the most expensive project yet recommended for construction has been ₱90.00 per hectare, and the average has been about ₱40.00 per hectare. Of course these are the most favorable projects, and as the population increases and the demand for food supplies becomes greater a larger expenditure per hectare will be warranted. In most places first-class unirrigated rice land with the paddy banks already prepared is worth from ₱100.00 to ₱150.00 per hectare. With irrigation this land becomes worth from ₱200.00 to ₱300.00 per hectare.

The production of rice in the Philippine Islands offers a good opportunity for investment. While it is true that the government has not yet taken up the possibility of constructing systems to irrigate public lands, there are large areas of public lands which could easily be irrigated and for which the government would consider irrigation projects were there the possibility of having the cost returned within a period of from ten to twenty years. There is also an opportunity to buy large tracts of irrigable lands which have heretofore been used for the cultivation of rice, but which are now lying idle, usually on account of the lack of draft animals. Two crops of rice can easily be raised in one year with irrigation, and anyone who is familiar with rice-production knows that a rice crop is a paying one. In the Southern States the rice industry is growing rapidly. To irrigate these rice lands a large expenditure is required. Very few tracts are irrigated by gravity systems, for in most cases pumping is necessary.

Status of Favorable Irrigation Projects.

Name of Project.	Province.	Area to be Irrigated—Hectares.	Estimated Cost Pesos	Status.
Pilar	Bataan	250	7,000	Project completed December 1st, 1909.
San Miguel	Tarlac	4,000	300,000	Construction commenced December 1st, 1909.
Dingras	Ilocos Norte	1,200	41,000	Allotment made; awaiting guarantees.
Iba	Zambales	300	5,000	Allotment made; awaiting guarantees.
Ambalangan-Dalin	Pangasinan	25,000	800,000	Allotment made; awaiting guarantees; plans and specifications in preparation.
Pototan	Iloilo	5,000	277,000	do. do.
Barugo	Leyte	900	60,000	do. do.
Orion	Bataan	1,200	37,000	do. do.
Pililla	Rizal	250	5,000	do. do.
Norzagaray	Bulacan	60,000	2,000,000	Under consideration.
Balaoan	La Union	1,000	30,000	do. do.
Bacnotan	La Union	1,000	54,000	do. do.
Amburayan	La Union	6,200	300,000	do. do.
Jalaur	Iloilo	8,000	400,000	Under investigation.
Santa Barbara	Iloilo	3,800	272,000	do. do.
Leon-San Miguel-Cordova	Iloilo	8,000	400,000	do. do.
Sibalom-San José	Antique	3,000	300,000	To be investigated.
		129,100	5,288,000	

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A Firm Which Represents a Large Investment

Castle Bros.-Wolf & Sons

IMPORTERS AND EXPORTERS

THE firm of Castle Bros.-Wolf and Sons, importers and exporters and commission merchants, is easily the leading American commercial firm trading in the Philippine Islands.

Their main offices are situated in Plaza Moraga, in the very center of the business district, and their extensive office staff comprises a large number of Americans, Australians, and Europeans, in addition to their numerous Filipino employees. Their general warehouses are modern fire-proof concrete structures, and are advantageously situated on the water-front of the Pasig river, near the port light which marks the entrance to the Pasig. Their hemp godowns lie between Calle Marques de Comillas and the Pasig river, and their machinery bodegas front on the Binondo estero.

The business was established in Manila in 1898, the present firm being formed by the consolidation of two San Francisco firms, Castle Brothers, general importers, and Wolf and Sons, produce merchants, both of which were old established houses in San Francisco prior to their advent in the Philippine Islands. Since that period Castle Bros.-Wolf and Sons have established their own branch offices in San Francisco, Yokohama, Hongkong, and Sydney, while locally they have extended their business to Iloilo and Cebu.

The late Mr. George E. Wolf, up to the time of the unfortunate accident which resulted in his death, was general manager of the firm and since that time these duties have devolved upon Mr. Maurice F. Loewenstein, who has been connected with the house since its foundation.

The general warehouses of the company, near the Farola, are model buildings of their kind. They have a storage capacity of some 60,000 tons, and are admirably adapted to the purpose for which they were designed. In these bodegas are stored immense quantities of provisions of all kinds, imported from the various markets of the world. A large warehouse on the Pasig, above the Bridge of Spain, is used for storing hemp and copra and other products of the Islands, prior to shipment abroad. The large bodega situated near the Binondo canal is devoted exclusively to machinery, consisting of agricultural implements of all descriptions, wagons, steam traction engines, road rollers, saw mills, sugar and rice milling plants, etc. Another bodega is used for the storage of Isuan natural mineral water, the well known product of the springs at Los Baños, province of La Laguna.

Beginning as contractors to the United States Army, the firm has steadily advanced adding first one line and then another, until they are the sole distributors for some of the largest and best known American and European purveyors and packers of provisions and groceries, and the leading handlers of cold storage and food products, drawing their supplies from all the various important markets of the world.

OFFICE OF CASTLE BROS.-WOLF & SONS

An important branch of this firm's business is their exportation of native products such as hemp, copra, cigars, gums, etc. The company operates one of the largest hemp presses in the Islands.

While the Philippines are rich in mineral deposits—precious metals, coal, oil, etc.—it is undoubtedly from agricultural pursuits that their greatest wealth is obtainable; and, realizing the supreme importance of this industry, Castle Bros.-Wolf and Sons inaugurated, in 1905, their machinery department, with the idea of introducing up-to-date agricultural implements and machinery of various kinds. Prior to the American occupation, European manufacturers were practically unchallenged as suppliers of all kinds of machinery, principally that necessary for sugar-making, rice-milling, etc. Today, however, American-made farm machinery may be seen all over the Islands.

It is only of late years that steam plowing has been successfully introduced in the Islands, the departure being due almost entirely to American enterprise. With a few exceptions, the bulk of the primitive agricultural implements in use up to within the last few years have borne the undoubted hallmark of China, and the introduction of modern plows has been rather a slow process and by no means an inexpensive one, as actual demonstration of results has been necessary before sales could be consummated. Slowly but surely, however, the native planter has been educated to the use of the modern American mouldboard plow, and he is now convinced that this implement, with the same amount of labor, will cultivate anywhere from fifty to ninety per cent. more territory than the old, primitive, native plow. As a result of this missionary work, the same planter has learned the value of the mower, the disc harrow, and the five-toothed cultivator. The shortage of cattle has caused the power-driven cane and rice mills to supersede the old style animal contrivance, and step by step the farmers are learning that to plant and harvest their crops successfully they must adopt modern methods and modern tools. Castle Bros.-Wolf and Sons have undoubtedly done more to bring about this desirable change than has any other individual or institution in the Archipelago.

In the old days it was customary for a planter to select his requirements from a catalog, order them through an importing house, and upon arrival of the implements he had no alternative but to accept them, whether they really suited his needs or not. This, however, has been changed, and Castle Bros.-Wolf and Sons carry today a complete line of the smaller agricultural implements, such as plows, cultivators, harrows, mowers, tedders, rakes, corn-shellers and grinders, feed-cutters, etc., as well as a good assortment of the larger machinery.

Castle Bros.-Wolf and Sons are also steamship and insurance agents having the representation of the following companies:

Pacific Mail Steamship Company;

Toyo Kisen Kaisha (Oriental Steamship Co.);

Fireman's Fund Insurance Company, of San Francisco;

Continental (Marine) Insurance Company, of Mannheim, Germany;

L'Union Fire Insurance Company, of Paris.

In order to give a more adequate idea of the importance and variety of the lines handled by this firm, attention is called to the list of American and foreign agencies, of which they hold the representation, as follows:

GROCERY DEPARTMENT

Armour & Co., Canned and Smoked Meats, Soaps, etc., Chicago.

Kelly Clarke Co., Salmon, Seattle, Washington.

H. J. Heinz Co., Pickles, Preserves, Sauces, Pittsburg, Pennsylvania.

St. Charles Condensing Co., Evaporated Milk, St. Charles, Illinois.

Walter M. Lowney Co., Chocolate and Cocoa, Boston and Chicago.

Genesee Pure Food Co., Jell'O, Leroy, New York.

E. McIlhenny Son, Tabasco Sauce, Chicago, Illinois.

Towle Maple Syrup Co., Log Cabin Brand, St. Paul, Minnesota.

Joseph Campbell Co., Soups, Camden, New Jersey.

Welch Grape Juice Co., Westfield, New York.

SOME OF CASTLE BROS.-WOLF & SONS' BODEGAS

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Rubber Planting in the Philippines

By A. W. PRAUTCH

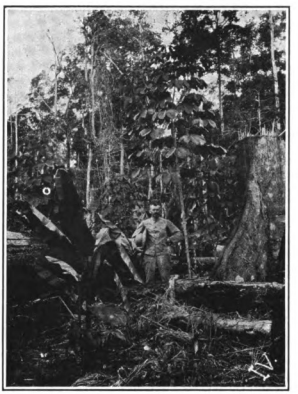
I DO not write as an expert on rubber planting but as one who has made some study of the industry and one of a company that has over 80,000 trees in early growth on a plantation in the province of Bataan, near Manila. I have made three trips to Java and the Straits Settlements to study the work on the plantations in those countries and my observation and investigation convince me that the industry, under proper conditions, has a great future in the Philippine Islands. Thousands of trees have been set out in Mindanao, Basilan and elsewhere, and while I have not had a chance to see them I hear the most favorable reports as to their condition.

PARA RUBBER SEEDLINGS, 2 MONTHS OLD
DR J. N. STRONG'S PLANTATION, ISABELA, BASILAN, MORO

The extraordinary demand for rubber must direct attention to this industry in the Philippines. The world's present supply of rubber is about 70,000 tons a year and late reports show that there is no reserve stock. Rubber is at present selling at $2.25 a pound, and while it may decline, consumption increases at a rapid rate and there is every assurance of a steady demand. The prediction of an oversupply does not seem likely to be verified. The wild rubber supply from the Amazon and Africa is decreasing faster than the cultivated trees come into bearing and, as I have said, consumption grows at a tremendous rate.

There are several hundred trees and vines that give a latex which produces rubber, but only a few are of commercial value. It is generally accepted that Para (Hevea brasiliensis) is superior to all others and the experiments show that it will thrive in the Philippines. We in Bataan have pinned our faith to Para and have 60,000 seedlings planted and a considerable supply in the nursery. None of the trees are large enough to tap as yet. Another rubber of proven worth is the Castilloa Elastica, which is cultivated largely in Mexico and Central America. They grow luxuriantly in Bataan where we have 20,000 trees set out. I think they have fewer enemies than Para, but in the Straits Settlements the Para is preferred.

In Bataan we have also planted some thousands of Funtumia Elastica, and they are doing very well. There is much economy in planting as they may be placed 600 to the acre as against 200 Paras. In Penang I found that a cate-pillar, which avoided all other rubber trees, attacked the Funtumia Elastica, and as far as we are concerned the tree is as yet purely an experiment. This tree is a native of Africa and belongs to the kicksia specie. In Bataan we have a tree known locally as *lenteng puti* and a well known botanist has classified it as belonging to the same family. I have tapped several of these trees and the latex was profuse and proved to be rubber, but they were too small to give a fair test. I think they should be properly investigated. I have made some tests and am convinced that there are vines in the Philippines that will produce rubber in commercial quantities.



CEARA RUBBER TREE NEARLY 5 MONTHS OLD.
PLANTATION OF C. F. MILLER NEAR ISABELA, BASILAN, MORO

The British government was a pioneer in inducing the growth of rubber in its colonies, and now the Dutch, German, and French governments are following suit. The Dutch government grows millions of Para seedlings to induce and facilitate planting, and the German and French governments are also extending strong encouragement to their people. I have long felt that the Philippine government should secure the services of a rubber expert, make a widespread and careful investigation of the entire industry, and conduct a series of practical experiments that will show what can be accomplished and what are the best means of accomplishing it. The work that has been done by private individuals is very encouraging. The trees are thriving wherever they are given the proper protection and care, and all of us who have made a start in the industry are greatly encouraged at the prospect. It has been demonstrated that rubber trees will thrive in many parts of the Islands, and intending investors will have no difficulty in securing land at a reasonable price. It seems to me that this opportunity should strongly appeal to American capital. The United States is a tremendous consumer of crude rubber and there exists here an opportunity to secure a large part of the supply from a country under the flag and protection of the United States.

Castle Bros.-Wolf & Sons

(Continued.)

Sunlit Fruit Co., West Berkeley, Calif.
Fredonia Preserving Co., Fredonia, New York.
American Biscuit Co., San Francisco, Calif.
Roeding Fig Packing Co., Fresno, Calif.
California Paste Co., San Francisco.
Pascall's Confectionery Co., London.
Chas. Southwell & Co., Confectionery, London.
Brunner Mond & Co., Alkalines, soda, Cheshire, England.
J. S. Fry & Sons, Ltd., Cocos & Chocolates, Bristol & London.
Tanglefoot Fly Paper Detroit, Michigan.
Postum Cereal Co., Ltd., Grape Nuts and Postum Cereal, Battle Creek, Michigan.
Centennial Mill Co., Flour, Seattle, Washington.
Los Baños Improvement Co., Isuan, Manila, Philippine Islands.
Proctor & Gamble Co., Lenox and Ivory Soaps, Cincinnati, Ohio.
J. & J. Colman & Co., Mustard, Starch and Blueing, London, England.
Maconochie Bros., Ltd., Fancy Groceries, London, England.
L. A. Price, French Groceries, Bordeaux, France.
China Sugar Refining Co., Ltd., Hongkong, China.
J. H. Eyssen, Cheese, Amsterdam, Holland.
W. S. Kimpton & Sons, Baker's Champion Flour, Melbourne, Australia.
Queensland Meat Export & Agency Co., Ltd., Fresh Meats, Butter, Australia.
Taylor Bros., Jellies, Jams and Preserves, Sydney, Australia.
Luzon Sugar Refining Co., Ltd., Manila, Philippine Islands.

STEAMSHIP DEPARTMENT

Pacific Mail Steamship Company.
Toyo Kisen Kaisha (Oriental Steamship Co.)
Queensland Refrigerator S. S. Co.
Apcar & Co.'s Steamers.

MACHINERY DEPARTMENT

Barnard & Leas Mfg. Co., Illinois. Rice milling machinery.
Batemen Mfg. Co., Greenloch, N. J. Cultivators and garden tools.
Benecia Iron Works, Benecia, California. Disc ploughs, patent reversible disc ploughs, etc.
Blymer Iron Works, Cincinnati, Ohio. Sugar and rice milling machinery.
David Bradley & Co., Bradley, Illinois. Ploughs and farm implements.
Deere & Co., Moline, Illinois. Plough and farm implements.
Deere Mansur Co., Moline, Illinois. Agricultural implements.
Deere Implements Co., San Francisco, California. Agricultural implements.
R. Dolberg, London. Portable Railway Motors, Cars, etc.
Empire Plow Co., Cleveland, Ohio. Plows.
Fairbanks-Morse & Co., Chicago, Illinois. Windmills, pumps, gasoline and petroleum engines, etc.
A. B. Farquhar & Co., Ltd., New York. Saw mill machinery, traction and portable engines, stationary engines and boilers.
Fetzer & Co., Middletown, Ohio. Agricultural Machinery.
Gaar-Scott & Co., Richmond, Indiana. Sawmill Machinery, Traction, Plowing and Portable Engines, Threshers, etc.
Gray Iron Casting Co., Springfield, Ohio. Grinding Mills.
Hind & Lund Ltd., Preston, England. Rice Milling Machinery.
Iroquois Iron Works, Buffalo, New York. Road Rollers, Concrete Mixers, etc.
Ivel Agricultural Motors, Ltd., London, W. Ivel Motors.
Johnston Harvester Co., Batavia, N. Y. Mowers and Reapers.
Philips Pressed Steel Pulley Works, Philadelphia, Pa.
Rendrock Powder Co., New York, N. Y. Rackarock Explosive.
Robinson & Co., Richmond, Ind. Saw Mill Machinery, Traction Engines, Threshers, etc.
Studebaker Bros. Co., South Bend, Ind. Automobiles, Vehicles of all Descriptions, Carabao Cart Wheels, etc.
Whitman Agricultural Co., St. Louis. Hay Presses, etc.
Manning, Maxwell & Moore, New York. Ingersoll-Rand Co., Air Compressors, Drills, New York.
Standard Pressed Steel Woorks, Pressed Steel Hangers, etc., Philadelphia. Pa.

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The Tobacco Industry of the Philippine Islands

By JNO. S. HORD,

Former Collector of Internal Revenue for the Philippine Islands

LEAF tobacco is grown in several of the provinces of the Philippine Islands, the more important of which are Cagayan, Isabela, La Union, Cebu, Pangasinan, and Iloilo, in the order of their importance. Outside of a limited quantity of good tobacco grown in the Province of La Union, no really first-class leaf has so far been produced in any part of the Islands outside of the valley of the Cagayan River, which includes the Provinces of Cagayan and Isabela. The tobacco land in this valley includes an area approximately eighty miles long by thirty miles wide, commencing at Echague in Isabela Province, and thence north as the river runs to the town of Alcala in Cagayan Province. But the cultivated land of importance—that is, that land which is subject to fertilization from the silt deposited by the annual overflow—extends back from the river on either side to a distance of from one-half of a mile to three miles. Along the course of two or three of the tributaries to the Cagayan River are also to be found good tobacco lands.

The sole means for transporting the leaf tobacco to the port of Aparri at the mouth of the river is by cascoes—flat-bottomed scows—drawing from one to three feet of water. In the dry season these boats get through with great difficulty on account of the numerous sand bars. In the wet season, steam launches of from three to four feet draft ply between Ilagan and Aparri; the only launches on the river able to tow loaded cascoes are owned by the Compañía General de Tabacos de Filipinas, which Company also owns its own cascoes. The remaining planters in order to get their crops through have to rely principally on poling their cascoes, although currents and sails assist. The cost of transportation is a big item, which, including the steamship charges to Manila and cartage from the fields to the river banks, often adds 50% to the value of the tobacco laid down in the field. Added to this is the uncertainty of the river due to the continuous shifting and forming of sand bars and the rise and fall of the river.

On a hectare of tobacco land there may be planted, according to the nature of the soil, from 10,000 to 16,000 plants; each plant is allowed to bear from fifteen to twenty leaves, usually the latter, making the possible yield per hectare from 150,000 to 320,000 leaves. Eighteen hundred pounds of tobacco leaf to the hectare is considered a very good crop.

There are about 21,000 agriculturists growing tobacco in the Cagayan valley, about 95% of this number being independent growers, that is to say, persons owning small parcels of land or working on shares with other small land owners. The remaining 5% of the tobacco growers constitute the workmen on the larger plantations.

It is the custom in the Cagayan valley to grade tobacco into four classes. First class tobacco means an almost perfect well-flavored leaf; it must be wide and light in color and not less than two hand spans in length, of a fine texture and veins, and not broken or punctured in any manner. Second class tobacco is that of which the leaves are somewhat smaller than the first, or large leaves which have been punctured, or have some other slight defect. The third and fourth classes are composed of yet smaller leaves and are classified on somewhat the same principle. It is only the tobacco of the first or second class that commands a fair price, and during the few months that have elapsed since the passage of the late tariff in Washington, the price of this leaf has increased about 70%.

Something over two years ago I spent several weeks in the Cagayan valley visiting all of the larger haciendas and many of the smaller ones through the entire stretch of the tobacco lands. I found that the statements which I had read in late years to the effect that the tobacco crop of the Cagayan valley had greatly deteriorated due to the negligence and ignorance of the tobacco growers, were only too true. Upon my return to Manila I recommended to the Philippines Commission the giving of bounties, three in each tobacco Province, to those who would best care for the planting, the cultivation, and the curing of their crops. My recommendations were favorably considered and Act No. 1767 of the Philippines Commission, as amended by Act No. 1917 of the Philippines Assembly, carries a continuing appropriation from which these prizes or bounties are paid annually. But the experience of the last two years has demonstrated that, although these measures have assisted, the larger part of the evil remains to be cured by further radical action.

Many men in and out of Government service have taken a keen interest in the improvement of the tobacco leaf of these Islands and have endeavored by advice and encouragement to get the ignorant planters to see wherein their best interests lie. One of these, Mr. George P. Banner, Provincial Treasurer at Tuguegarao, says in a late report:—"We have become cog-"nizant of their illiteracy, their poverty, and "their almost complete ignorance of modern "agricultural methods; we have observed their "simple methods of living, their few necessities, "and their consequent indifference to a better-"ment of their financial condition. We have "gained a great deal of valuable information, "experience and insight into conditions; and "have been instrumental in bringing about "legislation which should prove of great advan-"tage and benefit to the Philippines tobacco "interest. We have shouldered the responsi-"bility of placing on the market a standard "product greatly increased in quantity. We "have attempted to regulate the curing of to-"bacco by requiring the planter to smoothe "his crop and pack it in the prescribed manner "before selling it; and we have attempted to "prohibit buyers from purchasing the tobacco "unless smoothed and packed in this prescribed "manner. In this attempt we have been only "partly successful. The planter now harvests "his crop in his own way; cures it in the sun; "in unsuited buildings or under his dwelling "house; sells it to probably the first buyer who "comes along. He later smoothes the tobacco "in order to comply with the Internal "Revenue regulations, but he does not exercise 'due care and diligence in this work. More 'times than not he wets the leaves with water "and slightly presses out the wrinkles. His "only object is to finish quickly. He has sold "his tobacco at a sacrifice and he considers "this extra work as thrown away, because he "does not receive any compensation worthy of "mention for the labor involved."

Mr. Banner also makes valuable recommendations for the improvement of this undesirable condition. He suggests that the tobacco regions could be divided into districts with an expert who would also be a practical tobacco man in charge of each district and that text books dealing with tobacco should be introduced in the schools.

There has been great divergence of opinion as to whether or not the Philippines Government should resort to methods similar to those of the Spanish Government thirty years ago when labor in the Cagayan valley was enforced, when bad tobacco was burned on the fields, and when good tobacco in the Manila markets was the rule and not the exception as it is now. All agree however that something should be done, and no doubt something soon will be done.

Something over a year ago, while in Washington, I was requested by the Secretary of War to return to the Philippine Islands and obtain certain sugar and tobacco data for the use of Congress at its coming session. In accordance with cables which I sent from Washington, this work was begun before my arrival here. It took five months of very assiduous labor on the part of provincial treasurers and other officials, and internal revenue agents, and involved an inspection of each tract of tobacco land in the Cagayan valley, and the compilation of maps showing the various tracts, their production, and all other data relating to manufacture, imports, exports, etc. I shall quote a few of the total figures for the Islands for the year 1908:

There were actually planted in tobacco 61,605 acres; the municipal councils further reported 110,727 acres as adapted to tobacco culture, but not actually planted, which together with that actually planted makes a grand total of 172,332 acres.

The actual production of tobacco leaf was 38,725,441 pounds, which would have been increased to 108,328,832 pounds had all of the land adapted to tobacco culture been actually planted.

The official statistics show that there were 23,264,901 pounds of leaf tobacco exported, 115,768,000 cigars exported, of an average weight of twelve and one-fifth pounds per thousand of a total weight of 1,412,369 pounds, and about 325,000 pounds of tobacco in other forms mostly cigarettes and smoking and chewing, making a total of over 25,000,000 pounds of Philippine tobacco exported in all forms.

Only about 35% of the Philippine leaf was retained in the Islands for local manufacture and consumption. This was used to make some 83,000,000 cigars and nearly 4,000,000,000 cigarettes.

The immediate problem to be solved by the tobacco industry of the Philippine Islands, or by the Government for it, is how to increase the present production of good wrapper for cigars. There is a wide-spread but nevertheless erroneous impression that in order to supply the 150,000,000 cigars allowed free entry into the United States, extensive tracts of tobacco land, now lying fallow, will have to be put in cultivation. The fact is that a slight increase, not over eight to ten per cent, in the present production of tobacco leaf, will supply all of the raw material needed in the manufacture of these 150,000,000 cigars.

Therefore, an increase of 3,000,000 pounds for the cigars and 1,000,000 pounds of leaf which the Payne Bill allows free entry into the United States, is all that the Philippine tobacco lands will need to produce in addition to what they have produced in the past. But inasmuch as Austria has just decided to no longer use in her Government monopoly the 4,000,000 pounds or so of Philippine tobacco, which she has used in the past, it is quite clear that there is no call whatever at present to increase tobacco leaf production in these Islands until additional markets are provided.

The wrapper on the 150,000,000 Philippine cigars to be sent to the United States will represent about 10% of their total weight, and an improvement in the quality of this wrapper is urgently needed. The American smoking public suspects cigars blended with tobacco from different localities. The Cuban cigar has maintained its position in the American market largely because it is all Cuban, the use of Sumatra, or Connecticut, or Florida, or any other kind of wrapper, except Cuban, being unknown in that Island. The use of foreign wrappers on Philippine cigars will detract from their value in the American market.

Only about 300,000 pounds of good wrapper are required for the 150,000,000 cigars, and the leaf of suitable quality is even now being grown, but is largely being spoiled through carelessness, indolence, and ignorance in the curing and packing of it after it has been taken from the field. The "Manila Tobacco Association," organized about a month ago in Manila, has taken this matter up seriously and the Insular Government has been requested to assist in this vital work. If a few warehouses were located at different points in the Cagayan valley, where the green tobacco leaf of the proper size and texture could be brought and held until properly fermented and pressed, and if these warehouses were under Government supervision, so that such wrapper leaf could not be withdrawn in an imperfect or immature condition for sale in the Manila market to the local cigar manufacturers, it would mean that a long step would be taken toward restoring the former fair fame of the Manila cigar.

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The Oriental Products Company, Inc.

New York Office: 82 Wall Street **Manila Office: Corner David and Martinez**

President - - - Chas. Landau
Vice-President - Martin Stiner
Treasurer - - - H. S. Rothschild
Secretary - - - Geo. W. Gibbs

Mr. JOHN S. HORD,
Managing Director, Manila

Mr. CHAS. B. CAMERON,
Tobacco Expert, Manila

THE Oriental Products Company is a stock concern incorporated under the laws of the State of New York and has registered as its trade mark in the United States the word "Opco." It is engaged in the purchase and export of Philippine products to the United States where it has trade connections and ample facilities for distribution. The Manila branch was established a few weeks since and has already engaged in the shipment of Philippine cigars, which line seemed to require urgent treatment. Other lines will be added from time to time. By the terms of its charter the Oriental Products Company is authorized to engage in a general import and export business between the United States and the Orient.

The men who have founded this Company are working on the sound business principle that trade can only become permanent and valuable when the benefits are mutual, when both sides to the trade share equitably in the profits. They, therefore, believe in the development and do not believe in the exploitation of the Philippines and of the Filipinos. They are willing to pay a fair price for the better quality of Philippine products knowing that they can get a fair price for such products in the American market and thereby build up a trade both lucrative and permanent. The Oriental Products Company will not compete in the Manila market with near sighted exporters who believe in a quick turnover on inferior goods.

The late tariff legislation at Washington has established reciprocal free trade between the United States and the Philippine Islands. This is the first long step toward a radical shifting of the import figures in the exterior trade statistics of both countries. Notwithstanding the fact that Hawaii and Puerto Rico were taken within the United States tariff bars only a few years ago the American people continue to import in ever increasing quantities, from year to year, the tropical products of other countries. Over five hundred million dollars worth of such products were imported into the United States last year from Mexico, Central and South America and Asia. These are products which cannot be raised or produced in the United States and in the raising or production of which the Hawaiian Islands and Puerto Rico have now very nearly reached their maximum productive capacity. But the Philippine Islands, with eight times the population and thirty times the area of Puerto Rico, can and will produce them for many years to come.

If argument by analogy is ever of any value it would certainly seem to be so in this case. Eight years ago Puerto Rico exported to the United States products to the value of three million dollars a year; to-day, with the tariff bars down, her exports are thirty millions. Using for purposes of comparison the population in the two localities, the export trade of the Philippine Islands should, within the next eight years, reach the two hundred and fifty million dollar mark a year. It is for these reasons that the Oriental Products Company believes that there are prosperous times just ahead for itself, for all of its competitors and for all of the people who inhabit these islands. To the extent of its influence it will work to the end that this coming trade may be built up on an enduring basis both here and in the United States.

Mr. Landau, the President of the Company, is manager for the United States and Canada of the well known cigar firm of Upmann & Co. of Habana. He divides his time between his offices in Montreal, New York and Habana. He is much interested in the outcome of this new Philippine enterprise because he believes that the American smoking public is ready to consume many millions more of good cigars than the limited tobacco areas of Cuba can now supply.

Mr. Stiner, the Vice-President, is a son of General Stiner of Civil War fame and with his father composes one of the best known customs brokerage firms in New York City, their offices being located at 12 Broadway. He is well informed on the import and export trade of the United States especially regarding tropical products of which he has made a life study.

Mr. Rothschild, the Treasurer, is a member of the well known firm of Rothschild & Brother, leaf tobacco dealers, at 138 Front Street, New York. He is also the treasurer of the Waldorf Astoria Segar Company, one of the best known independent concerns in the United States. His opportunities for distributing good Philippine cigars throughout the country to appreciative smokers are unequaled.

Mr. Gibbs, the Secretary, was for several years in the internal revenue service in Puerto Rico and became well acquainted with the cigar business. Subsequently he traveled extensively in the West Indies and in Central and South American countries for large commercial concerns in the United States. Mr. Gibbs has made a careful study of the New York market along the line of tropical products.

Mr. Hord, the Managing Director in Manila, has had experience in the cultivation of coffee and rubber. Twelve years ago he resigned the position of superintendent of the "New York Coffee Trading and Planting Company" on the Isthmus of Tehuantepec, Southern Mexico, to go to Habana and to Santiago de Cuba. Subsequently he was Collector of Internal Revenue for the island of Puerto Rico for several years, coming here six years ago to fill the same position in these Islands. During his administration of the internal revenue and other laws with which his bureau was charged he became well acquainted with agricultural, industrial and commercial conditions in the Philippines. He was summoned to Washington last year by the Secretary of War to furnish statistical data for the use of Congress in considering that portion of the Payne Tariff Bill of interest to the Philippine Islands. Upon the adjournment of Congress Governor General Forbes cabled Mr. Hord asking that he remain in the United States several months longer to investigate trade conditions in the American market for the benefit of producers in the Philippines and to disseminate information in the United States as to trade opportunities out here. This duty discharged, Mr. Hord returned to Manila a few weeks since and resigned his office as collector of internal revenue in order to organize the Manila branch of the Oriental Products Company.

Mr. Brulay, Assistant Manager in Manila, was raised on, and is part owner of, one of the oldest and largest sugar plantations in Texas, on the lower Rio Grande. He was also engaged in business in Central America. For over a year he has been in the internal revenue service in Manila and in some of the provinces and has acquired a fair knowledge of the local tobacco trade as well as of Philippine industry along certain other lines.

Mr. Cameron is the cigar and tobacco expert selected by the Company's New York office to accompany Mr. Hord on his return to Manila and to pass on the suitability of Manila cigars for the American market. He has had ten years experience in similar work in Habana and in the United States, from coast to coast, keeping track of the changing taste of American smokers.

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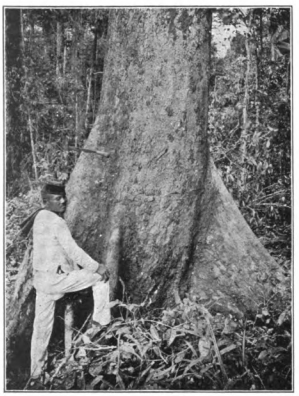
The Forest Wealth of the Philippines

By J. R. FLYNN ANDERSON



CALUNTI, SHOWING SIZE OF TREE AND CHARACTER OF BARK

PINE CLAD HILLS OF BENGUET

Maj. G. P. AHERN
Director of the Bureau of Forestry.

SHOWING SIZE OF SOME BENGUET PINES

FROM any point of view, that of the artist, nature lover, capitalist, or lumber man, the forests of the Philippines excel those of any other region of equal area. Nowhere else can be found timber of such variety, richness of color, size, and durability. More than one-third of the total area of these islands is in commercial forest, and a rough estimate of the classified merchantable varieties of timber puts the forest yield at 200 billion board feet. If this could be placed on the market to-day at the price of cheapest lumber, it would bring in a total of thirteen billion pesos. The United States ranks third, and the Philippines sixth, in the world's area of available public forest. With Hongkong, Shanghai, Nagasaki, Sydney, and Singapore, lying within easy reach of Manila, and the American lumber centers six thousand miles away, lumber companies in these islands could place construction timber on the above great markets at a cheaper rate than Seattle. Yet, with a vast wealth of merchantable timber lying untouched in her own forests, this country has within the last five years imported over six million pesos' worth of timber from the United States. However, the maximum cut on the Pacific Coast has now been reached, and the next logical step is the Philippines; the eight million pesos' worth of lumber now sold annually by America to Australia and Asia, will one day be sold by the enterprising lumbermen who are wise enough to establish themselves in these islands.

A successful company, running things on a large scale, properly established, managed, and operating on a suitable piece of timber land, could very soon be in a position to deliver various kinds of native woods at a very much cheaper rate than the present ruling prices. The manager's office expenses would be greater than in the United States, the two or three white men taking charge in the mills and in the woods requiring a larger salary, but counter-balancing that, there is a mass of cheap native labor. The Filipinos have a natural aptitude for running machines, and are easily taught. Their wages are only $0.25 to $0.75 per day, and treated fairly they make steady and permanent workmen. Freight rates to the Pacific Coast amount to $7 per ton for logs (about forty cubic feet), or $12 to $14 per thousand feet board measure. There are no export duties on either timber or manufactured products, and saw-mill and logging machinery is admitted free of duty into these islands.

The Government Bureau of Forestry is to-day in a position to locate at least eight companies who have sufficient capital to use modern methods, and who are prepared to handle their products in the local market and to make some outlay to establish markets outside.

To give an instance: on the island of Mindoro there is a tract of between three and four thousand square miles of merchantable timber. An excellent harbor is close to the tract, and Manila is only ten hours steaming away. Two hours steaming will bring one to the thickly populated Batangas province where plenty of labor is to be obtained.

In order that the investor may have every encouragement and as few obstacles as possible to encounter, pains have been taken to make the way easy for him. Three big concessions have been prepared in advance for possible newcomers. Expert foresters, whose services are offered free by the government, stand ready to do all in their power for the company that cares to venture. No charge is made for providing working plans of available lands, or for marking kinds of timber to be cut. All questions as to labor, market value of timber, loading facilities, etc., are gladly answered. Small cutters generally operate under a yearly license for certain limited and definite areas (public forests are not sold, but exploited under a license system). For large operations, however, involving the investing of capital in permanent enterprises, exclusive licenses up to twenty years are granted for large tracts. After due investigation, applications for tracts not exceeding 2,500 acres are forwarded by the Director of Forestry with recommendations to the Secretary of the Interior, who approves the issue of an exclusive license if he decides that it is in the public interest. Should a still larger area be desired, proposals for bids to secure such privilege are published

NARRA LOGS READY FOR LOADING ON CARS NOTE SHAPE

FALLEN MONARCH OF A HARDWOOD JUNGLE

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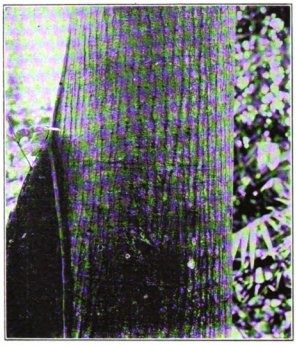
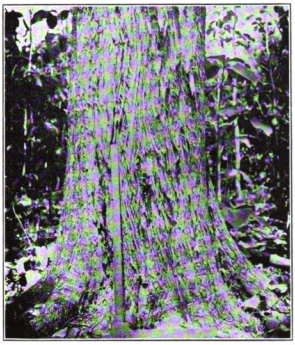
Illustrating Qualities of Woods and the Character of Philippines Forests

Photos by THE BUREAU OF SCIENCE.



BAGTICAN OR WHITE LAUAN. A YOUNG TREE



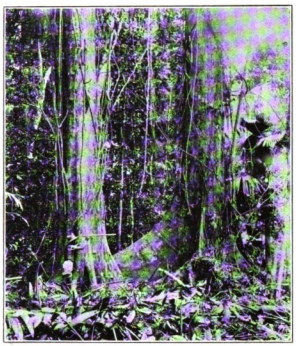
TEAK, SHOWING CHARACTER OF BARK

RED LAUAN. NEGROS OCCIDENTAL

LOGGING WITH CARABAOS IN MOROLAND

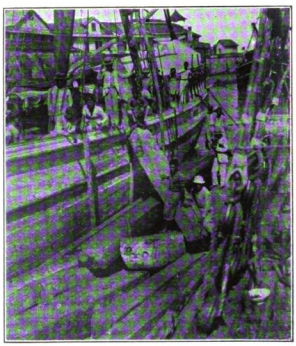
MEASURING RAFT, TONDO BEACH

LUMBERING IN A PHILIPPINE FOREST

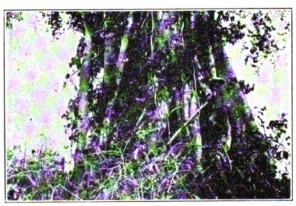


NARA AND GUIJO TREES
Sizes: 115 and 120 Centimeters in Diameter

IPIL. PROVINCE OF MINDORO



DISCHARGING TIMBER FROM SCHOONER "MARIA RIPOL"



BALETE. TARLAC PROVINCE

DAO.
Diameter above Buttress 74 Centimeters, Buttress 4.5×5 Meters

NARA. Diameter 200 Centimeters

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in the Official Gazette and the newspapers. The license is then granted to the highest and best bidder, the one who offers to most promptly install the most complete and efficient plant, to do the greatest amount of annual development work, and who furnishes the best bond as a guarantee of performance. All the lumberer pays is a stumpage charge of from $1 to $5 per thousand board feet, and that not until thirty days after the timber has been taken out. The same timber sells at $30 to $150 per thousand board feet.

In Spanish times 350 tree species were known and described, to-day the work of the Bureau of Forestry has resulted in the classification of over two thousand species, three times as many as are found in the United States. More repose on the herbarium sheets in Manila, bearing scientific names, but waiting investigation. Of trees of merchantable value, it is estimated that there are 150 in the market, and such trees in the forty thousand square miles of virgin forest area, can be roughly divided into five types, of which 75% are dipterocarp, 10% molave, 5% pine, 2% mangrove, and 8% mountain-top forests. In addition, it is estimated that there are twenty thousand square miles of second growth timber which will yield considerable quantities of small sized timber and firewood.

The Mangrove forests are on the tidal flats at the large river mouths and heads of sheltered bays. In the more settled islands they are badly culled, but in Mindanao there are virgin mangrove forests that will yield large quantities of timber for lumber, poles, and fuel, while the bark of nearly all the trees is rich in tannin. There is room for one or two companies to handle these products. Cutch, the crude tannin product from mangrove barks, is admitted free into the United States, and this will give any company starting a great advantage over the present cutch factories operating in Borneo.

As to the pine forests in the highlands of central and northern Luzon, the Benguet pine occurs in quantities sufficient at all events to supply local demands.

The molave (vitex littoralis, dene) is found on rocky ground, exposed and thinly-soiled hills usually along the coast, and though much scattered through "mixed stands," averages a yield of three thousand board feet per acre. It is a hard, durable wood, used both for construction and furniture. Logs come out over forty feet in length and forty inches in diameter. It is easily sawn and worked, and yields magnificent planks. Not being affected by white ants or wood-lice, it is in great demand for posts and buildings. In Cebu, a short time ago, while an old house was being repaired, a stone tablet was found showing the date of construction to be two-hundred and seventy-seven years ago, yet for all their age the molave posts therein were found as good as the day they were set.

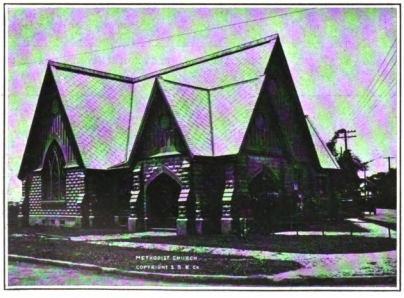
Of this type, narra is an immense tree from which logs forty feet long and seven feet in diameter have been taken. There are two kinds, one a golden straw color, and the other varying from carnation to blood-red. The tree makes excellent cabinet wood, admitting a brilliant polish, and in London it is classed with the padouk of Burma. Another famous molave is the tindalo, weighing about sixty pounds per cubic foot, and giving logs forty feet long with a sixty inch diameter. It is superb for chairs, tables, panels, and flooring, and can be polished almost to mirror brilliance.

Finally, there is the great Dipterocarp forest group, which forms about 75% of the Philippine trees, thirty thousand square miles being a rough estimate of the area on which this one tree family predominates. These forests are to the Philippines what the pine forests are to the temperate regions, and they furnish the woods that are being used as substitutes for pines. Sixteen different species can be named, but for lumbering purposes they can be divided into three rough groups, the yacal, apitong and lauan. The first group comprises timbers known locally as yacal and mangachapuy, both of which are hard and durable. Yacal is very largely used for construction purposes. It gives logs seventy feet long, with a diameter of four or more inches. Its color is yellowish. From it excellent beams, joists, pillars, etc., are obtained. Mangachapuy, with its wonderfully straight sixty foot trunk and twenty inch diameter, is much used for masts, as well as for other purposes. It weighs sixty-three pounds to the cubic foot, and has a water gravity of 62.425. The next group comprises timbers known as apitong, panao, hagachac, and guijo, and they can all be compared in a general way to the so-called hard-pines of the United States, though somewhat weightier. They are much in use for heavy construction purposes. Apitong has a maximum height of 150 feet, and logs can easily be gotten breast high and a hundred feet long. Guijo is one of the lightest yet strongest of woods. It is found 4 to 5 ft. in diameter and has a length of seventy-five feet. However, it is in the lauan group that the main wealth of the forest lies. Though heavier, they may be compared to the soft-pines, and are similarly used for the lighter construction work. Chiefly they are of two classes—red and white lauans, the former being the most valuable. They grow to an enormous height, some running 130 feet before branching. They are light, strong, fibrous, easily worked, and do not split. They are the equal in strength of the Oregon pine and the California redwood, and have a much handsomer figure than the American woods. In fact, especially fine lumber of the red lauans is now being sent to the States and sold as Philippine mahogany, and while not so hard and durable as true mahogany, they have a most beautiful grain and permit a very fine polish. On the Pacific coast they are being sold in competition with quarter-sawn oak, and are used for inside-finishings. Locally the better qualities are being used for light furniture, and those not showing the finest figure are rapidly replacing Oregon pine.

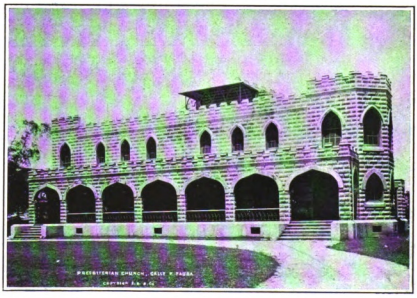
An article like this would be incomplete without a definite reference to the most excellent work that the Bureau of Forestry, under its Director, Major G. P. Ahern, is doing in these islands. While the future prosperity of the Philippines depends mainly upon agricultural development, yet the proper exploitation and conservation of the extensive forests add to the country's revenue and aid the agriculturist. Out of the sixteen million hectares of forests in the Philippines, not more than six million are on lands more suitable for forestry than agriculture. The forest survey has to determine the area and location for permanent tree lands. Such areas are in mountains and cover the upper basins of the principal rivers, they attract the rain and thus protect the sources of water supply. It is the work of the Bureau of Forestry to select and protect such areas. In lumbering, mature tree stands must be supervised so as to ensure a return tree-crop, trees must be marked for cutting, cut trees must be scaled; trespass must be prevented, and protection must be taken against fire. Trees must be assorted and rated, so that those of commercial value can be distinguished from others. Merchants and engineers must be supplied with specimens and information, and those concerned in the lumber industry must be assisted in obtaining the maximum good with a minimum waste from the forest lands. The care, protection, and utilization of the forests means increased wealth, decreased taxation, and agricultural prosperity, and in this good work the Bureau of Forestry is now actively engaged.

India has nineteen million hectares of forest land under working plans, and employs 312 foresters and 9,203 rangers or guards; the state forests of Japan have an area of twelve million hectares with 325 foresters and 1,434 rangers; Java has a forest area of nearly three million hectares with 30 foresters and 1,000 rangers, but the Philippines with its sixteen million hectares, has only nine foresters and twenty-five rangers. It will be seen, therefore, that the present staff of the Bureau of Forestry are overworked and unable to adequately cope with the work to be done. The Bureau asks for an appropriation of $300,000 and a force of 66 upper grade and not less than 500 lower grade men. It proposes to provide the necessary funds by an amendment to the present Internal Revenue Law, by returning to the provinces in which the forest reserves are situated all the revenues derived from these reserves; 40% to be devoted to instruction in agriculture, forest, and manual labor, in the high schools of the provinces, 10% to the municipalities, and 50% to be used by the Bureau of Forestry for the maintenance and improvement of the forest reserves.

Two of Manila's Attractive and Flourishing Churches



THE CENTRAL METHODIST EPISCOPAL CHURCH.—Rev. ISAAC B. HARPER, Pastor



THE FIRST PRESBYTERIAN CHURCH.—Dr. S. B. ROSSITER, Pastor

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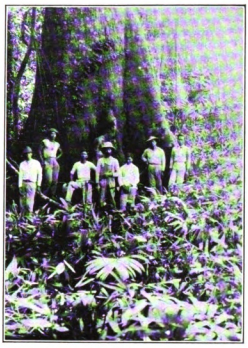
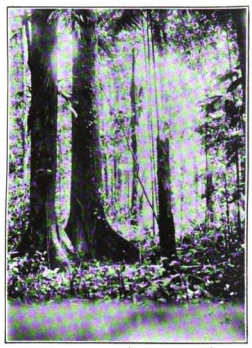
The Insular Lumber Company

The Story of a Successful Pioneer Enterprise

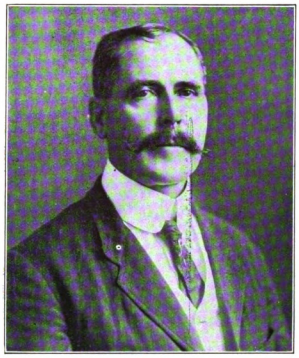


ILLUSTRATING THE SIZE OF TIMBER ON THE INSULAR RESERVE

THE INSULAR LUMBER COMPANY'S PLANT AT SAGAY, NEGROS



VALUABLE STAND OF PHILIPPINE HARDWOOD



Mr. A. BURLINGAME JOHNSON
President of the Insular Lumber Co.

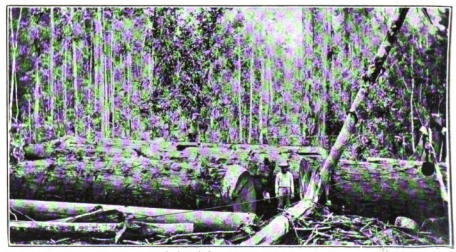
A RECORD of the work accomplished by the Insular Lumber Company forms a surprising commentary upon the development of the lumber industry in the Philippine Islands during the past few years. The firm's extensive plant at Sagay, in Northern Negros, has already been taxed to its utmost capacity, and in order to keep pace with the growing demand for Philippine woods—which demand is rapidly becoming almost world-wide—they have been compelled to install a second mill of larger proportions. An idea of the extent of the operations of the Insular Lumber Company may be drawn from the fact that last year, apart from the great quantity of timbers supplied to the Manila market, they shipped to the Pacific coast more than a million board feet. In December they despatched the largest shipment of Philippine mahogany ever made from the Islands, when three hundred and fifty thousand board feet were sent to Portland, Oregon, and to New York. Instead of importing lumber from the Pacific coast as has been done so extensively in the past, the Philippines are now capable of supplying the home demand, and are introducing in America at the same time certain fine woods which can be supplied only by them.

The wealth of timber in these islands has long awaited exploitation by an enterprising people. The primitive methods of hand sawing and carabao hauling did no justice to the country; the vast virgin forests of beautiful hardwoods cried for modern methods and up-to-date machinery. There are now quite a number of more or less important lumber companies at work in these forests in various parts of the Archipelago, but the largest and most progressive is undoubtedly the Insular. They were fortunate in securing a large tract of most excellent timber land on the Island of Negros. Fifty thousand feet of valuable, three variety, commercial woods to the acre is the average over the entire tract of eighty square miles upon which they operate. About one third of the stand is a wood resembling the Mexican or Central American mahogany, a beautiful redwood with a fine figure which attains the astonishing growth of from three to seven feet in diameter, with a height of eighty to one hundred feet straight up to the first branches. The lumber is practically all clear, does not split easily, and, like redwood, works with very little loss.

The lumber now being exported to America is a mahogany grade of wood, of a very fine figure, and rich red in color. The Insular Lumber Company being able to place this timber on the Seattle and San Francisco markets at about the same price as quarter-sawn oak, it is rapidly coming into favor, especially in the new modern office buildings, banks, and retail stores. Many of these are being finished throughout with Philippine mahogany, the richness of its finish having established a new fashion in office and store interiors. Seattle alone took over seven hundred and fifty thousand feet last year. The Company expect to complete the present financial year with an exportation of over two million feet, and anticipate an increase in the ensuing year to at least three million feet.

A visit to the Insular Lumber Company's mills and forests would astonish the average resident in the Philippines. The woods resound with the noise of busy workmen, felling trees, loading trains, and hauling to the mills. In the camp itself the mills are at work sawing the logs and finishing the lumber, and, attending to the multifarious tasks of the busy lumber camp, both Filipinos and Americans can be seen at work. In the main camp there is a hospital and an American doctor, but health conditions are splendid, and little or no sickness occurs either among Americans or Filipinos. The workmen and their families number over one thousand, and they are all housed in buildings erected for them by the company, each married man having his own dwelling. In addition to the main village, there are small ones at the different forest centers. A school-house has been built for the children of the workmen, and the government has provided a couple of teachers. The good health of the villages, owing to the excellent sanitary conditions, the comfortable housing of the workmen, the consideration shown them in their work and leisure, and the fair wage paid them for their efforts has resulted in the securing of a steady and adequate supply of native labor for the Company. The employees are well contented with their surroundings, they are getting better wages, and having "better times" than they ever had before. American experts are in charge of special work at the plant, and American foremen superintend the work in the mills and in the woods, an excellent feeling existing between them and the Filipinos.

INSULAR LUMBER CO.'S LOGGING TRAIN IN THE HEART OF THE FOREST



MAHOGANY LOGS READY FOR SHIPMENT

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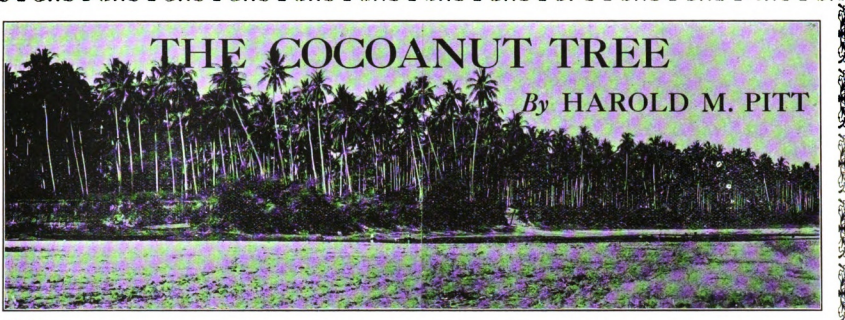


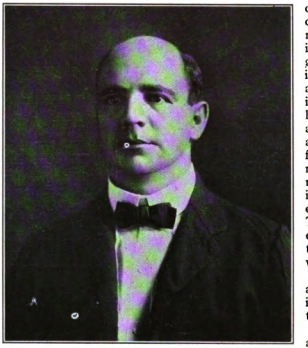
THE COCOANUT TREE

By HAROLD M. PITT

Martin

NO product of the Philippines has developed so rapidly in commercial importance as the cocoanut. The palm tree that bears this useful fruit appears to be indigenous to these islands and has been utilized by the natives for various purposes from time immemorial; yet but recently, speaking in comparative terms, has it achieved prominence as the producer of an export commodity of exceptional importance.

There are many varieties of cocoanut bearing trees, but no one of them appears peculiar to any section and they grow wild or are cultivated on practically every inhabited island of the archipelago. There will be few who read this who are not acquainted with the physical aspect of the tree from pictorial illustration at least, while the cocoanut has long been familiar to us as an article of commerce in the principal markets of the world. Thus we all know what the nut is and have some idea of how and where it grows. But as regards cultivation and the manifold uses to which the tree and the nut may be adapted for the profit and convenience of mankind, but little is generally understood except in the regions where it grows.



De Berri Studio *Mr. HAROLD M. PITT*

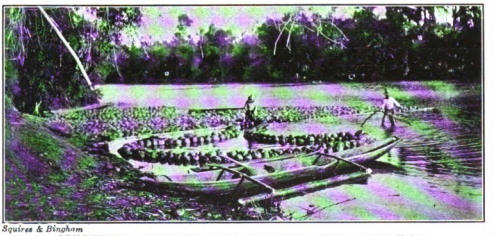
Every part of the tree seems available for use in some manner. Its leaves may be arranged into matting which serves as a roof or shelter from rain or sun. The stem or spine of the leaf contains a fiber that is excellent material for making baskets, brooms, and strong, flexible hats. These hats are very beautiful and wear indefinitely as the fiber does not crack or break with bending. The flower of the tree yields a sap called tuba which, when it begins to ferment, is very popular among the natives as a beverage. It is also distilled into a mild intoxicant called coco wine. Tuba is obtained by snipping the points of unexpanded blossoms from which the sap then drips into bamboo receptacles attached in place. The operation destroys the nut germ but tuba is so highly prized by the people of some localities that entire groves are devoted solely to its production.

It is difficult to obtain any reliable data from which to estimate the value of an average collection of tuba from a tree. In quantity it may range from a pint to a quart a day, but its use is altogether local and the price varies with the locality. But the cocoanut itself is the most valuable product of the tree and that there are some who confine their activities in connection with the cultivation of the tree to the production of tuba suggests a preference for small returns in the aggregate, but obtained daily, to larger returns received periodically, which involve also the exercise of more care and the expenditure of more time and labor to produce.

The matured nut possesses within itself several elements that are of value; the husk that forms the outer covering; the shell; the meat and the water commonly known as cocoanut "milk," —each has its particular use. The coir, which is the fiber of the husk, is splendidly adapted to the manufacture of a certain quality of matting, brushes, brooms, and cordage; also for packing purposes and caulking the seams of vessels. The shell makes good fuel and may be converted into a superior quality of charcoal; its most general use in the Philippines is for shaping into scoops, ladles, cups, and bowls of almost every description, thus constituting the source of many indispensable household utilities for the poorer classes among the people. The meat, which is attached to the inner surface of the shell, furnishes the dessicated cocoanut of common table use, the great commercial commodity Copra—from which cocoanut oil is extracted—and an extensively consumed food product for the Filipino people. The water in the nut is used as a beverage to some extent and with fermentation makes a vinegar, although of somewhat inferior grade.

These many uses, of which the tree and its products are susceptible, suggest its wonderful value to this people and to these islands.

Cocoanuts and cocoanut oil have been articles of export from the Philippines for many years, but it was not until the latter part of the nineteenth century that copra assumed prominence as an export product. Copra is obtained by splitting the nuts and exposing the inner surface to the sun which starts evaporation of the water contained in the meat and causes the meat to shrink and curl when it is easily detached from the shell. It is then left in the sun to complete the drying process or placed on platforms of bamboo slats where it is subjected to the slow heat of a smoldering fire made by burning the husk and shell underneath. This method of drying is more expeditious than that of leaving the product in the sun while it also obviates the inconveniences and loss that might be caused by rain. The copra however, when thus treated, is not of as good quality as the sun dried article or that produced in Samoa and other tropical islands by modern drier processes patterned after the fruit evaporators now commonly used in California and regions generally where fruit growing is prosecuted on an extensive scale.



Squires & Bingham

BUILDING COCOANUT RAFTS ON THE PAGSANJAN RIVER. ONE WAY OF GETTING COCOANUTS TO MARKET.

The Filipino has not yet introduced any of the improved appliances that characterize the industry elsewhere and the methods he pursues in the production of copra for market are about as crude and wasteful as could be devised. The coir is seldom saved and its use here is almost entirely neglected.

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Squires & Bingham
NATIVE CLIMBING COCOANUT TREE FOR TUBA

After removal from the shell the husks are thrown aside and allowed to go to waste. If even they were burned the ashes, rich in potash and phosphoric acid, would be exceedingly valuable as fertilizer; but the fiberis much more valuable as a commercial product. Comparatively inexpensive machinery is now available for crushing the husks and extracting the fiber and the grower could, by utilizing these in the preparation of the coir for market, add at least 30 per cent to the profit of the industry.

In addition to entire loss of the value in the husk through lack of care or knowledge, no attempt is made to save the water of the nut and it is allowed to escape to the earth as the nut is opened. By securing and properly refining this liquor a marketable product in the form of vinegar or spirits would be obtained and still further increase the returns from the industry without materially increasing the expense. But notwithstanding this lack of care and seeming indifference manifested by the people to every economic principle the copra industry is one of the most profitable in the islands; it has grown in importance more rapidly than any other and it offers opportunities and inducements almost without parallel to the man who has a fair stock of energy and a little capital to back it up.

The growth of the copra industry is best shown by quoting the figures of exports for a period of years from official reports of the Collector of Customs.

EXPORTS OF COPRA FROM THE PHILIPPINE ISLANDS.

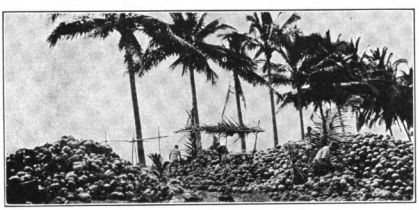
	Tons.	*Value.*
1899.....	14,047	$ 656,870
1906.....	66,157	4,043,115
1908.....	76,419	5,461,680
1909.....	105,564	6,657,740

The demand for copra is steady and for several years the price has been maintained at a figure so high as to insure a large profit to the grower; nor is there a prospect of such increase in production occurring as would affect the price, but, to the contrary, the uses for the derivatives of cocoanut oil continue to multiply and point to a consumption enlarged beyond any probable increase in the world's yield.

There is no country better adapted than the Philippines to the growing of cocoanut trees. Tropical climate, proximity to the sea, a moist but light soil, plenty of sunshine, and exposure to a seldom failing breeze are the main requirements to their successful growth and these are all supplied along nearly every coast of hundreds of islands making up this archipelago which lies well within the tropic zone.

The first cost of a cocoanut grove need not be great. Where government land is available it may be purchased as low as $2 an acre or leased on very favorable terms. Private lands suitable for the purpose may be secured for from $5 to $20 an acre. Trees are sometimes planted 100 to an acre, but better results are obtained when they are not so close together and from 45 to 50 on an acre of land is considered by those who have had experience to insure the best results. Thus 100 acres will accommodate 4,500 trees. Selected nuts for seed may be obtained at a price not exceeding $50 per thousand. Seed nuts are allowed to lie in a shaded place until they throw out small shoots which they will do in a few months, and they are then regularly planted in the soil. The tree does not begin to bear until about seven years of age and reaches the full bearing stage in two or three years thereafter. Spaces between trees must be kept free from weeds but may be planted in leguminous vegetables such as peas or beans or even corn and thus made productive during the maturing period of the trees. Cultivation in this manner may be continued after the trees are bearing as these crops will enrich the soil and remove the need of other fertilizer. Trees will continue to bear for all the way from fifty to one hundred years, their life being dependent largely upon the care given them; and their average yearly production throughout this period should not be less than 60 nuts to the tree. The yield varies according to the rainfall if it be light or heavy, but single trees have borne as many as 125 nuts in a year and certain groves have been known to average 90 nuts to the tree. An estimate of 60 nuts is conservative and there can be no doubt that extra care and attention will be rewarded with harvests exceeding that figure.

Martin OPENING AND SUN DRYING

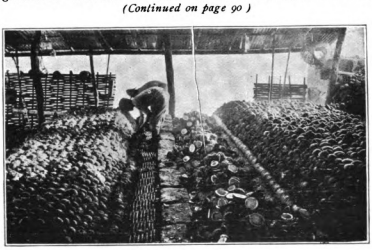


Martin
NOT MEANT TO DECEIVE. ALL THE COCOANUTS IN THE PICTURE DID NOT GROW UPON THE TREES SHOWN

A grove of 100 acres containing 4,500 trees in full bearing, yielding 60 nuts to the tree, will produce an annual crop of 270,000 nuts. One thousand nuts will make 3¼ piculs of copra (a picul is 137½ pounds), thus the product would be 900 piculs of copra which is worth in the neighborhood of $5 per picul or a total of $4,500. It has been stated by Prof. Lyon—formerly in charge of the Division of Plant Industry in the Philippine Bureau of Agriculture—who has devoted much time to a study of the cocoa-

(Continued on page 90)

Squires & Bingham GATHERING COCOANUTS WITH BASKET SLED



Squires & Bingham DRYING COPRA BY HEAT

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"GERMINAL"

Sr. ARISTON BAUTISTA y LIM,
President of the Germinal Company.

Mr. MAURO PRIETO,
General Manager of the Germinal Company.

THE Germinal Cigar and Cigarette Factory, a splendid example of what has been done in the way of organizing the gigantic companies which carry on the largest industry of the Philippine Islands—the manufacture of cigars and cigarettes—enjoys the distinction of being the only enterprise of any magnitude that is operated solely by Filipinos.

The Germinal is one of the largest and best known of the several large companies which make the better grades of Philippine cigars, and the name "Germinal" is now familiar to smokers in all climes, who have tasted the delights of the very excellent tobacco that is grown in the Cagayan valley.

The Germinal company was organized in 1900, and in the scarce ten years of its existence the business has grown to enormous proportions and the factory has taken its place in the front rank of cigar manufacturers of the Islands, so that wherever the name "Germinal" is seen, it stands for the best product of a country famous for its fine tobacco. Today the company owns its own building, a magnificent structure situated in Calle Marques de Comillas, at the approach to the Ayala Bridge. Here more than two thousand persons are busily engaged in turning out the products of the factory which have had an enormous sale in the United States, where, through the opportunities offered by the passage of the Payne Bill, the people have come to recognize the superior quality of Philippine cigars and cigarettes.

The total output of the company is about a quarter of a million cigars and seven million cigarettes daily. These figures represent what is unquestionably one of the greatest enterprises of the Islands.

The Germinal Company is a corporation, of which Dr. Ariston Bautista y Lim is the president. It is due to his genius and business perspicacity that the Germinal company has forged ahead and in less than ten years has become one of the leading companies in the Islands. Controlling, as he does, the destinies of the Germinal Company, Dr. Bautista is one of the busiest men in the Philippines, yet he finds some time to practice his chosen profession, and is one of the skilled operators on the surgical staff of Saint Paul's Hospital. The active management of the company is conducted by Mr. Mauro Prieto, a fine representative of the men who conducted the larger enterprises of the Islands before the American occupation, and who are devoting their time and energies to the upbuilding of the country since the American administration began.

The Germinal factory is one of the places to be visited by nearly all tourists and other visitors to Manila. The company has entertained, and lavishly, many parties that have made a short stay in the Leal City, and its doors are always open to those who wish to see this large industry in active operation.

The company's offices are located in the first floor of the building. On this floor also are the many cigarette-making machines that pour forth daily seven millions of the cigarettes that are not excelled even by the famous Cuban product. Here also are found the shipping offices and the company's garage, holding huge automobile trucks which carry the company's products from the factory.

THE GERMINAL CIGAR AND CIGARETTE FACTORY

The second floor of the building is devoted entirely to cigar-making. Here groups containing hundreds of men and women make the fragrant cigars which are now famous. The people in this department do their work with all the orderly movements of a body of trained soldiers. Long work benches, divided into spaces sufficient for the individual operators, are arranged throughout the cigar-making room and here one sees the wonderful organization of this enterprise.

On the third floor hundreds of operatives sort and strip leaf tobacco taken from

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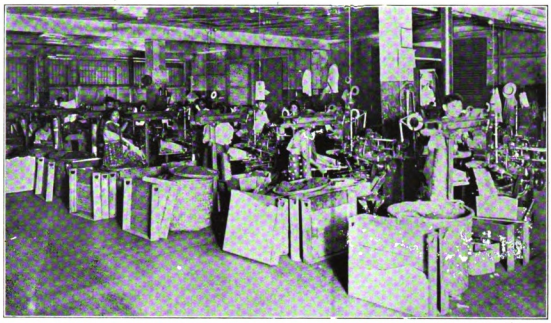
"GERMINAL"



A SECTION IN ONE OF THE ROOMS IN THE GERMINAL FACTORY WHERE 7,000,000 CIGARETTES ARE MANUFACTURED DAILY

huge piles of bales, waiting for the first process. Here also are the seasoning, drying and packing rooms, and the machines for cutting tobacco used in the manufacture of cigarettes.

The drying rooms are equipped with wonderful cylindrical drying machines which, with the tobacco inside, revolve at great speed. These cylinders are filled with warm, dry air, and the process quickly dries the freshly chopped tobacco. It is then thrown out automatically and is placed in the tobacco loft.

Perhaps the most interesting part of the entire factory is the room where the cigarette machines, those marvels of mechanical ingenuity, are at work. These machines are almost human in their operation. But not less marvelous is the work of the nimble-fingered Filipina girls who pack and prepare the cigarettes for market. These girls count by the sense of touch. With mechanical rapidity and with delicate, unerring fingers, they gather up from a pile each time just thirty cigarettes—no more, no less—and deftly place them in packages. It is difficult to believe but the most expert among these highly trained packers can pick up a wrapper, put thirty cigarettes into it, taken from a pile of thousands, fold the wrapper into a neat package and seal it before an ordinary person can count ten.

The Germinal factory never stops turning out cigars and cigarettes. Three shifts are employed, each working eight hours. This enables the company to do three days' work in one. Every day and night, Sundays and holidays included, the machines go on tirelessly. Recently a cigarette machine was stopped, for the first time in three years, for an overhauling.

Perhaps in no other part of the world are tobacco factories, as regards their personnel, managed in the same way that the larger of the Philippine factories are managed. The Germinal factory in this respect may be likened to a miniature government, or a small world of its own. By fair treatment of its employees, fair wages and the other elements necessary to an organization of this kind, the Germinal factory has been able to keep workmen in its employ ever since the factory began, and each individual workman has become a component part of the vast machinery of this largest of all Philippine industries. The company has its surgeon who examines its employees and treats them when ill. The Germinal factory boasts a baseball team composed of its employees, which has given on the local diamonds some fine exhibitions of the great American game. The company goes on the principle that good treatment of its employees will cause them to turn out good work. The result is good cigars. Apparently the company has not been far wrong, as the Germinal cigars represent the best grade of tobacco grown in the most favored district of the Philippine Islands, and the best grade of workmanship, as well.

The Germinal factory, like the famous Heinz' kitchens, are always open to inspection. When the Payne bill became a law, in order to be able to guarantee not only the quality of Philippine cigars shipped to the United States, but that they were "made in a sanitary factory, by cleanly operatives," the local government instituted a rigid system of inspection, and not only are the factories given a most careful scrutiny, but the workmen too are submitted to rigid inspection. While certain other factories (nearly always the smaller ones) were denied the guarantee stamp until they had instituted new methods in the manufacture of their cigars, the Germinal products had always been made by operatives as cleanly as the present regulations require. To the high standard that has always been maintained by the Germinal company in manufacturing its products, is due in no small degree the phenomenal success with which the factory has met since its establishment.

The Germinal factory represents the highest ideals in manufacturing methods, and would be a credit to any city.

A SECTION OF THE ROOM WHERE THE SEÑORITAS WRAP AND PACK THE 7,000,000 CIGARETTES A DAY COUNTING BY THE SENSE OF TOUCH AND NEVER MAKING A MISTAKE

A ONE-THIRD SECTION OF THE ROOM AT THE GERMINAL FACTORY IN WHICH A QUARTER OF A MILLION CIGARS ARE MADE DAILY

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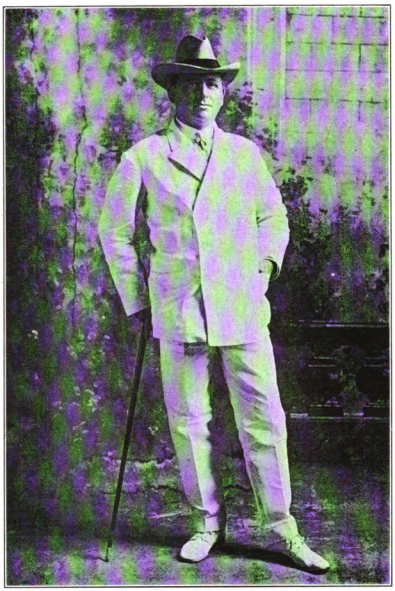
The Progress of Education in the Philippine Islands

By NEWTON W. GILBERT

PERHAPS in no respect have conditions in the Philippine Islands been so changed within the past decade as they have in the matter of public instruction. Spain's government of her far eastern possessions needed no well-informed public opinion for its success. The people were concerned in obeying, not in making, laws, and education was designed to advance the masses morally and socially, not to give them greater political capacity. It was natural, therefore, that the schools should be under the control of the religious orders, and that emphasis should be placed on religious rather than on secular instruction.

It is the common belief that education was entirely neglected under Spanish rule. This impression is far from correct. When their sovereignty passed to Americans there were in the Philippine Islands nearly two thousand public school teachers. These teachers, almost equally divided in number as to sex, were stationed throughout the provinces, and few towns of large size did not possess a public school.

But instruction was elementary indeed. Christian doctrine occupied the first place in the curriculum, and not infrequently schooling began and ended with that subject. Usually, however, children learned to read and write their own dialect and obtained some vague knowledge of geography and of a carefully censored history of Spain. The teaching of Spanish, which was prescribed by the regulations, did not meet with general favor; and since quite often the teachers themselves knew nothing of that tongue, this regulation was largely disregarded in the provincial schools. In Manila, however, the Ateneo Municipal, under the direction of the Jesuit fathers, gave a course which not only fully complied with the regulations but which in some respects exceeded them.



De Berri.

Hon. NEWTON W. GILBERT
Philippines Commissioner, Secretary of Public Instruction.

A few towns possessed simple school buildings. More often a room in the house of the schoolmaster or mistress served this purpose; and some times because of the lack of books and supplies instruction was of necessity altogether oral. Teachers were most inadequately paid;—so poorly indeed that few graduates of the Normal School conducted by the Jesuits at Manila ever taught in the schools.

The official institution for secondary education was the San Juan de Letran, in charge of the Dominican friars, although the Jesuit Ateneo Municipal gave an excellent course; and some sixty-nine "private colleges" and "Latin schools," both in Manila and the provinces, maintained classes for those who cared to enter.

Two institutions of higher learning were open to students:—the Royal and Pontifical University of Santo Tomas, conferring degrees in theology, canonical law, philosophy and letters, jurisprudence and physical and chemical science; and the Royal College of San José, giving instruction in medicine and pharmacy.

Such, in broad outline, was education in the Philippine Islands prior to their occupation by the United States.

Almost the first statement made by the Commission, sent here to inaugurate civil government, was that education should be secularized and made general throughout the Archipelago; that the people should be taught the theory of individual rights and the means whereby these rights might be obtained and safeguarded; that an intelligent public opinion should be created for the guidance of those holding public office; and that as they advanced in capacity the government should more and more be intrusted to the people of the Islands.

This is the task which the schools encountered.

One not familiar with the geography of the Philippines, nor with the social and ethnological condition of their inhabitants, can hardly comprehend the difficulties with which the organization of the schools was attended. The Archipelago is composed of thousands of islands, inhabited by people speaking different dialects and varying in civilization from the primitive Igorots to highly cultured men and women. Means of travel were in the beginning extremely uncertain; there were few houses suitable for Americans in the smaller municipalities; supplies were difficult to obtain; there were no amusements, as we know them, and mails from home came only at long intervals.

Never-the-less, a beginning was made and made on a large scale. The Commission appointed a General Superintendent of Education and authorized the employment of a thousand American teachers. It was decided that all instruction should be given in English, and the teachers were sent throughout the islands with such provisions as could be made for their comfort.

The title of the General Superintendent has since been changed to that of Director of Education; and now with two assistants he is at the head of the Bureau of Education—one of the four bureaus under the jurisdiction of the Commissioner holding the portfolio of Secretary of Public Instruction.

The Islands were divided into school divisions, and to each of these a Superintendent was assigned who should, under the direction of the General Superintendent, have charge of all work therein. These divisions at first embraced too much territory; the Superintendent could not in person superintend the work under his direction, nor become sufficiently intimate with local conditions to adapt the schools to meet them. The boundaries have several times been changed, until there are at present thirty-seven school divisions, which, in general, correspond with the several provinces. The City of Manila ranks as one of these.

Instruction in the provinces was at first largely confined to primary subjects and Americans did the actual work of teaching. By degrees, however, Filipino teachers have been trained, and primary instruction is now almost entirely given by them, the Americans being used to supervise the work. There are now two hundred and seventy-nine American supervising teachers, each having under his guidance a district containing two or more primary schools, and being directly responsible to the Division Superintendent for the results obtained. More than seven thousand primary teachers are now employed in the Islands. Of these approximately five hundred are in the civil service and receive their salaries from the central government; the others are employed and paid by the municipalities in which their schools are located.

It is at once evident that the success of our primary schools—and in passing it may be said that this is recognized as by far the most important branch of the school work—depends largely upon our ability to obtain capable Filipino teachers. When the system was first inaugurated provision was made for a Normal School wherein Filipinos could be trained for teaching. This institution, which is located in Manila, has already graduated a number of the best men and women in the service; and when the new buildings which are projected for it have been completed, more pupils will be provided for, and our Filipino personnel even more largely recruited from that school.

Many students in the Normal School are supported by the government, under an arrangement whereby after graduation

(*Continued on page 112*)

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Training the Filipino Youth in Arts, Trades and Professions

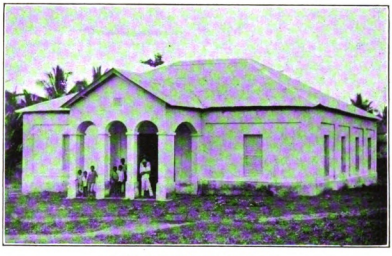
IN A PROVINCIAL TRADE SCHOOL

A CLASS IN WHEELWRIGHTING

A PROMISING CLASS OF FILIPINA NURSES

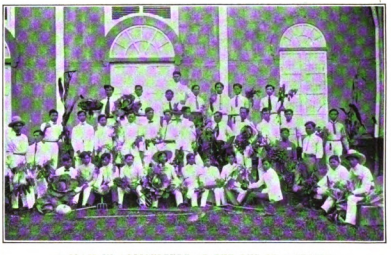
TEACHERS' CLASS IN THE NORMAL SCHOOL

AN INTERMEDIATE SCHOOL IN THE COUNTRY



A PROVINCIAL PRIMARY SCHOOL

MACHINE SHOP IN THE MANILA SCHOOL OF ARTS AND TRADES



A CLASS IN AGRICULTURE AT THE END OF A SEASON

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ALHAMBRA CIGAR AND CIGARETTE FACTORY : :

AMONG the novelties introduced into the Philippines by the missionaries, seeds of the tobacco plant were brought from Mexico. No particular method was adopted in growing the weed, and for some years it was cultivated in a desultory manner under the direction of the priests. In 1571 the Spanish government took up its culture as a monopoly, and most stringent regulations were at once put into effect, resulting in immediate improvement. For nearly three hundred years every leaf grown was purchased and manufactured by the government, and, while the individual undoubtedly suffered, the system developed the industry and improved the leaf to such an extent that Philippine tobacco gained a position in the markets of the world from which it has never been displaced.

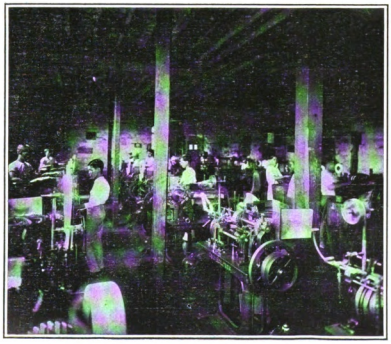
ONE OF THE BUILDINGS OF THE ALHAMBRA CIGAR AND CIGARETTE FACTORY

The attack being made today upon the Philippine product by the tobacco-growers of the United States is the outcome of the new tariff which allows the cigars from the Islands to enter into what is but a fair competition with the American product. The Philippine tobacco factories can give the American people a cigar of unequalled fragrance and quality, but prompted by selfish interests, certain tobacco companies in the United States object to the Philippine cigar entering the market, hence the wild and unfounded accusations of uncleanliness and incompetency that have been levelled at the Philippine cigar factories. Without fear of a substantiated contradiction, it can be honestly stated that the Philippine cigar has no equal in quality and aroma, and that the Philippine factories are actually cleaner than those in America.

Take for instance the Alhambra Cigar & Cigarette Factory, in Calle Novaliches, Manila, over which the writer recently made a tour for the express purpose of making a critical inquiry into the quality of the tobacco used and the conduct of its manufacture. Passing through the offices where the clerical side of the industry receives attention, the doctor's rooms were reached. Here every employee of the company has to pass a regular weekly inspection. Such examination is thorough, and it is an impossibility for any individual to work in the factory who is not clean and free from disease. No American employee would submit to such an examination, nor do the Philippine workers care for it, but the company is determined to prove that their products are handled only by people clean and free from disease. This medical inspection is not made because the Filipino is less cleanly than anyother race, but simply as a matter of precaution and an answer to critics. In the work rooms, which are ever open to the inspection of any visitor, overseers are engaged in closely watching the workers; no expectorating is allowed; no wetting of the leaf with the lips permitted; hands must be kept scrupulously clean, and careless wrapping is never tolerated: instant dismissal follows the breaking of the strict rules of the factory.

Most of the cigarettes are made by machinery, and, even to the casual observer, it must be evident that the same scrupulous cleanliness as is practiced in the making of cigars is also practiced in this department. The great white rolls of best French paper is seen winding into the machine which cuts it into the required length, rolls it and automatically fastens it by crimping: the tobacco is then fed into it; tiny pistons tighten it, and finally the cigarette is ejected completed into trays. The cigarettes then pass on to the packing rooms where they are deftly wrapped and made ready for the market. In this last department the little Filipino señoritas engaged in putting up the packages show a wonderful dexterity in packing just the required number of cigarettes. With one deft sweep of the hand the girls grasp exactly that number from the big trays, by this one swift touch alone being able to take the exact number. No counting is ever done, the one rapid movement of the sensitive fingers being sufficient.

In the extensive cigar department, where a thousand workers are in constant employment rolling the cigars, there are different rows of tables where the various brands and shapes are made; each group of men being accustomed to making one particular shape, and by long practice they have become perfect in rolling and finishing them. Two millions of cigars, besides millions of cigarettes, are made every month, and the company, even at that rate, cannot keep pace with the orders that are pouring in upon them.



PART OF THE CIGARETTE MAKING MACHINE ROOM

THE CIGAR WRAPPING DEPARTMENT

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ALHAMBRA CIGAR AND CIGARETTE FACTORY : :

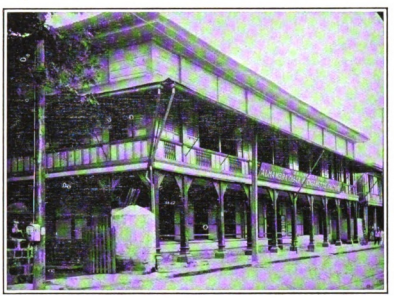
SWIFT-FINGERED FILIPINA CIGARETTE-PACKERS

EXPERTS ASSORTING TOBACCO ON STRAW MATS

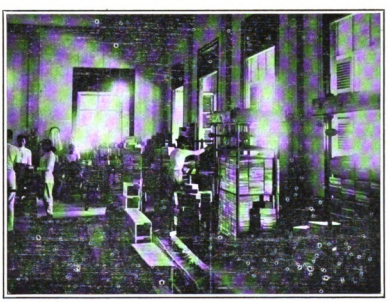
On the ground floor there are the stripping and sorting sheds, where the leaf is stripped from the stem and sorted into the different qualities, and here, as everywhere else, the rooms are clean and airy. In the store-house hundreds of tons of leaf tobacco are kept, there being two years' stock in reserve, all of which is imported exclusively from the famous Isabela province, in Northern Luzon.

The Alhambra Factory is owned by the firm of Kuenzle and Streiff, one of the largest importing houses in the Philippine Islands. The plant will be greatly enlarged within the next month.

It will not be out of place to say something, in conclusion, about this famous, fertile valley-province of Isabella. The qualities which determine the price of the tobacco leaf are combustibility, strength, aroma, fineness, elasticity, color, and uniformity. All these depend not only on seed selection, careful cultivation, and intelligent curing, but to a very great extent on the soil in which the plant is grown. Good soil will not make ill-selected seed produce a first-class plant, but good and suitable soil will make a well-selected seed produce a first-class plant leaf of great excellence. Nearly all the best tobacco grown in the Philippines is produced in this Northern Luzon province of Isabella, the soil there being the most suitable for the favorable growing of tobacco. The general character of the soil in the river-valley of Isabella is a sandy loam, three or more feet in depth, and easily worked. The cultivation of tobacco in this province is limited to the lowlands along the river, which are once or twice, during the rainy season, subjected to flood from the overflowing of the Cagayan river. The flood replenishes the land, the overflowing waters containing considerable quantities of fine sediment, rich in fertilizing matter, most of which is deposited on the land surface by the standing water. The best quality of tobacco leaf is grown on the light sandy loam soil bordering the river. This annual overflow usually takes place about the end of December, in the latter part of the rainy season. The floods occurring at this season of the year, together with the north-east monsoon which blows up the river, restricts the passage of the lower river waters into the China Sea, and causes the higher waters of the river to rise above the banks, giving the country the appearance of an inland sea. This water remains standing for about a week or ten days, then slowly subsides, leaving a rich, soft, fine mulch deposited on the ground. Thus there is maintained in the soil by these frequent overflows an accumulation of essential fertilizing agencies, and it is this periodical enrichment that gives the valley of the Cagayan river its especial value for the growing of tobacco.



ANOTHER ALHAMBRA BUILDING



GETTING READY FOR SHIPMENT

Usually the seed is planted in this rich alluvial land during the latter part of November or early in December, and the young plants grow quickly and thickly. When they are about six or eight weeks old they are transplanted on to the higher ground, being set out at about one meter apart. They attain maturity in about three months. The enormous capacity for development of this valley can hardly be exaggerated. It is a common thing for a native to use the land for seven or eight months of the year for tobacco, and then to derive two successful crops of corn during the remaining four or five months. With careful supervision, scientific cultivation, and improved systems of curing, it is possible for the native planter to produce an even better leaf than heretofore. There have been great advances made recently in the management of these tobacco fields. The big tobacco firms have invested millions of pesos in land and in improvements, while the Bureau of Agriculture has done much to enhance the value and quality of the leaf produced.

After the harvest the tobacco is laid out flat, in "manos," and is then packed and shipped to Manila, where it is destined to go into the cigars.

After all the precautions that are taken in the production of leaf tobacco in the Cagayan valley, it is small wonder that Philippine cigars are renowned for their high quality, and find a ready sale wherever shipped.

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TERMINAL AND MATERIAL YARDS, ILOILO, PANAY

Railways on Panay, Negros, and Cebu

IN order to induce the building of railways and the development of the transportation system of the Philippine Islands, the Congress of the United States in 1905 authorized the Philippine Government to guarantee interest at four per cent on bonds issued to cover the cost of railway construction. Through the efforts of the then Secretary of War, Honorable William H. Taft, on the part of the Government, and Charles M. Swift, President of the Manila Electric Railway and Light Company, for the Concessionaires, a Syndicate was formed in New York to undertake the construction of lines in the Visayan Islands. This Syndicate, the present Philippine Railway Company, was composed of William Salomon & Company, Charles M. Swift, Cornelius Vanderbilt, J. G. White & Company, Incorporated, Heidelbach, Ickelheimer & Company, The International Banking Corporation, and several other prominent financiers with Mr. William Salomon, Chairman of the Board of Underwriters. Financial arrangements were made by the Syndicate for the ultimate expenditures of ₱30,000,000 in the Philippine Islands and ₱13,650,000 has actually been expended in railway construction to January 1, 1910.

The concession to the Philippine Railway Company provides for the construction of 96 kilometers from Danao to Argao, on the Island of Cebu, with an additional line 20 kilometers long across the Island from Carcar to Barili; 120 kilometers on the Island of Negros from Saravia, on the north, to Cabancalan, on the south; 116 kilometers on the Island of Panay from Iloilo, on the south, to Capiz, on the north coast; and a branch line 33 kilometers long from Dao to Batan; necessary extensions and branches to be arranged for later on (see map of the Visayan Islands on page 56).

The Officers of the Railway Company are:
William Salomon, Chairman of the Board, New York.
Chas. M. Swift, President, New York.
Frederick H. Reed, Vice-President, New York.
C. Lewis, Vice-President, New York.
W. B. Poland, Vice-President and Chief Engineer, Manila
J. M. Weinberger, Treasurer, New York.
R. R. Hancock, Secretary, New York.

A. Strausz, Jr., Auditor, Manila.

EXECUTIVE COMMITTEE.

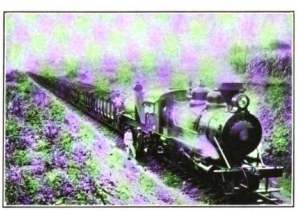
Thos. H. Hubbard
C. Lewis
William Salomon
Cornelius Vanderbilt
J. G. White

DIRECTORS

Gen. C. R. Edwards
Gen. Thos. H. Hubbard
C. Lewis
Maj. Frank McIntyre
Alonzo Potter
Wm. Barclay Parsons
Frederic H. Reed
William Salomon
Chas. M. Swift
Cornelius Vanderbilt
J. G. White

Mr. Poland is the Chief Executive and Representative of the Syndicate in the Philippines.

The construction was let to J. G. White & Company, Incorporated, one of the largest contracting firms of the world. In June, 1906, the Chief Engineer for the Contractors, Mr. E. J. Beard, a well known construction engineer, arrived in Manila and remained with the Company, in charge of location and construction, until April, 1908. He brought with him five locating parties—two for Panay, one for Negros, and one for Cebu. These parties suffered many hardships, particularly in the central portion of Panay and in parts of Negros where communication was most difficult. New trails had



50-TON LOCOMOTIVE HAULING TRAIN OF 30-TON RODGER BALLAST CARS

to be built, streams bridged, and lines cut through heavy undergrowth and through cogon and tigbao from five to twenty feet high. Before the final locations for the three Islands were determined 1,950 kilometers of survey line had to be run.

The Visayan Islands lie from three to five hundred miles south of Manila. The City of Cebu, the principal port of the Island by that name, is about 415 miles south of Manila. Iloilo, the port of Panay and the export gateway for Negros, the principal sugar producing island of the Philippines, is about 350 miles south of Manila.

Cebu is a long narrow island 1762 square miles in area, the centre of which consists of a series of mountainous ridges skirted by a more or less flat coastal plain upon which the greater part of its people live. This coastal plain is highly cultivated, as indeed is much of the interior. The population is 590,000, about one-eleventh of that of the entire Philippine group. Tributary to the railway line it is 310,000 or about 5,158 to the mile of road. The density of the population along the line of railway is about 515 per square mile as compared with 26 for the State of Illinois.

Cebu, the principal city of the Island, has a population of 56,000. The exports and imports for 1907 amounted in value to ₱43,000,000. This is the greatest hemp shipping port of the southern islands. Some of the other principal towns through which the railway passes are: Danao, population 16,000; Talisay, population 10,000; Naga 12,000; Carcar 25,000; Sibonga 18,000; Argao 16.000. The principal products are hemp, tobacco, sugar, copra, corn and rice.

Panay is the fourth largest island of the Archipelago. It has an area of 4,611 square miles and a population of 743,000. Contributary to the railway the population is 315,000 or 3,500 per mile with a density of about 200 per square mile. The region through which the railway passes is wonderfully fertile; most of it is now or has been under cultivation. Rice, copra, tobacco, hemp, native cloths and dried fish are the principal products. Iloilo, population 45,000, the southern terminus of the line and the principal port of the Island, is the greatest sugar port of the Philippines. In addition to the sugar raised on Panay, practically all of the sugar of the rich Island of Negros is delivered here in small vessels and from this point is shipped by ocean-going steamers to foreign countries. The sugar exports for the year 1908 amounted to 140,000 tons, with a valuation of ₱9,000,000. Since that time, on account of the insurrection and the ravages of rinderpest which has almost destroyed the work animals, the production has decreased, but with the stimulus of higher prices, the result of the Payne Bill, and on account of the new sugar lands opened up by the railway, largely increased production may be expected within the next few years.

Some of the principal towns through which the railway passes are: Santa Barbara, population 23,000; Pototan 21,000; Passi 7,600; Dumarao 5,500; Dao 6,700; Capiz 18,500; Batan 14,000.

The general topography of the Island consists of a heavily mountainous region in the western portion with isolated mountains scattered over the Island, between which are broad rich valleys in which the population is well distributed.

The Island of Negros has an area of 4,881 square miles and a population of 460,000 of which 250,000 are contributary to the railway between Saravia and Cabancalan, or an average of 3,720

TRACK DRIVER BUILDING BRIDGE ACROSS ONE OF PANAY'S BIG RIVERS

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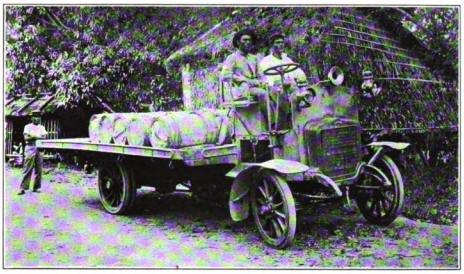
Railway Building on Panay, Negros and Cebu



A MOTOR TRUCK CARRYING BARRELS OF CONCRETE FOR BRIDGE CONSTRUCTION

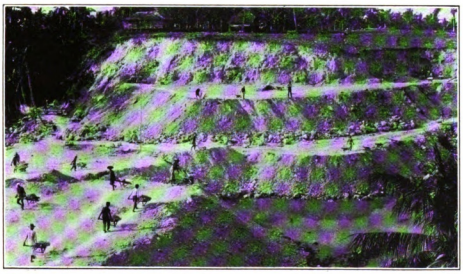
AMERICAN ENGINEERS ADAPTING THEMSELVES TO THEIR ENVIRONMENT

BLAZING A WAY THROUGH A TROPICAL JUNGLE FOR A MODERN RAILROAD

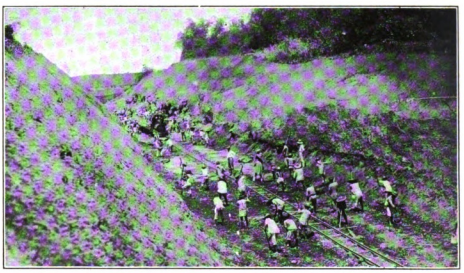
KIND OF REINFORCED CONCRETE STATION BUILT ALONG THE VISAYAN RAILWAYS

A PARTY OF CONSTRUCTING ENGINEERS OF THE PHILIPPINE RAILWAY CO.

ENJOYING THE PRIVILEGES OF A RAILROAD FOR THE FIRST TIME



CONSTRUCTION WORK ON CEBU



FILIPINO WORKMEN IN A CUT ON PANAY

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per mile of road with a density of 180 per square mile. The general topography of the country consists of a high mountainous range along the eastern coast and in the southern portion. This slopes down into a flat coastal plain in the western half of the Islands which is the great sugar-producing region of the Philippines. The line of the railway passes through this rich section. The capital and principal town of Occidental, or western Negros, is Bacolod, which is the terminus of the railway and which it is proposed to connect by ferry with Iloilo, about twenty-five miles distant. The entire Island of Negros is without a satisfactory harbor—it is proposed to construct one at this point by building an outer break-water. The population of some of the principal towns through which the railway passes is, as follows: Bacolod 15,000; Salay 25,000; Saravia 13,000; La Carlota 17,000; La Castellana 5,000; Isabela 16,000; Cabancalan 24,000. The principal products of Negros are sugar, copra, rice and lumber. Large areas of virgin sugar land will be opened up by the railway. Aside from the definite location of the line, no construction work has been started, and this Island will therefore not be further discussed at this time.

The products and travel of the Island of Cebu centre in the town of Cebu for export; the products and travel of that region of Panay traversed by the railway, which is the best portion of the Island, centre at Iloilo. The products and travel of that portion of Negros traversed by the railway will centre at Bacolod, to be from there conveyed by ferry, or otherwise, to their shipping point, Iloilo.

CONSTRUCTION ON CEBU.

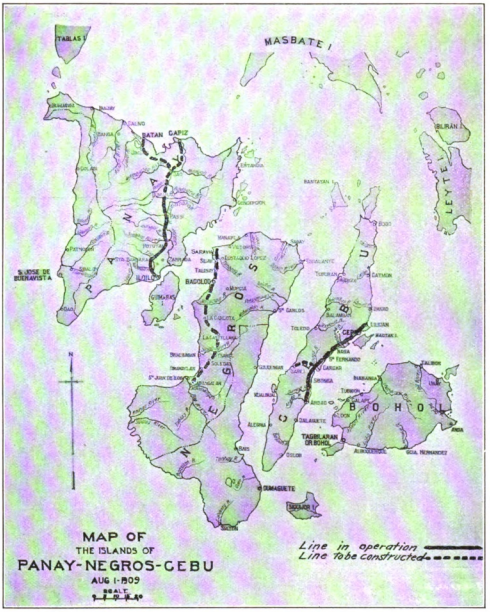
The line on Cebu is completed. On this Island, although there were no serious engineering difficulties to be overcome, the construction in part was exceedingly heavy and the bridging costly. The country, while essentially a plain, is crossed by numerous ridges and cut by many streams which become important rivers during the rainy season, and require large structures. The maximum grade is one per cent; the maximum curvature six degrees. As will be seen by some of the accompanying photographs, much of the grading was exceedingly heavy. The lighter portions of the work, where the line passes over paddie fields and nipa swamps, were often more costly than the heavy cuts and fills, as across them the track sometimes sank from three to six or eight feet. The equivalent earth yardage moved was 1,860,000 cubic yards. One mile of open bridges was built which required 2,000 tons of steel and 20,000 cubic yards of concrete. The standard width of roadbed at sub-grade is fourteen feet wide on the shoulders, ample allowance being made, however, for shrinkage and for the wash of tropical downpours.

In order that all the railways of the Philippines might have a uniform gage, the "Oriental Gage" of 3 feet 6 inches was adopted at the request of the Government. The ties are 5"x8"x7'. During early construction Australian ties were used, but in all later work Philippine native hardwoods have been exclusively employed. While these ties are expensive they are expected to last from fifteen to twenty-five years.

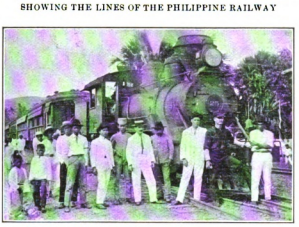
Gravel is used exclusively for ballast. Sixty pound rail is used except for twenty-miles near Cebu which is laid with 70 pound rail. In all construction concrete or steel is exclusively employed. It has been found that owing to the rapid deterioration of wooden construction, because of climatic conditions or by the action of ants, it is more economical to employ permanent construction even at an increased first cost. All buildings are therefore practically fire-proof. The type of depots and other buildings is shown in accompanying photographs.

EQUIPMENT.

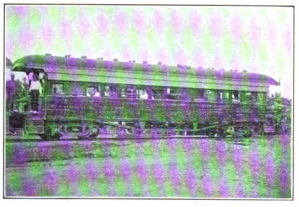
The equipment on Cebu consists of A and B-Class Baldwin locomotives having weights on drivers of forty-five and thirty-tonnes respectively. Passenger equipment consists of first, second and third-class cars of steel underframe construction enclosed with teak or pine, according to class. All equipment is furnished with M. C. B. Standard Couplers, Westinghouse Air Brake, and is up-to-date in every respect.



SHOWING THE LINES OF THE PHILIPPINE RAILWAY



STANDARD LOCOMOTIVE AND PASSENGER TRAIN



STANDARD FIRST AND SECOND CLASS COACH

Freight equipment consists of ten, twenty, thirty and forty-tonne boxes and flats, all except the first construction equipment being steel framed cars and all equipment being absolutely up-to-date

From the terminal yard a double track extends along the new sea wall, so that cars may be loaded or unloaded directly to or from steamships.

CONSTRUCTION ON PANAY.

The line on Panay is in operation from Iloilo, the southern terminus, a distance of forty-five miles north. Track is also laid a short distance south from Capiz, the northern terminus. Much of the grading between has been done and it is hoped that the line will be open from Iloilo to Capiz by June, 1910.

Iloilo is the main terminal of the Panay Division. In order that proper facilities for shipping direct from warehouses and cars to steamers might be obtained, an island forming one bank of the Iloilo River was selected for the site of the shop yards and warehouses. Much of the ground had to be filled in and the foundation for all structures built upon it were expensive, but the shipping facilities so obtained are unexcelled, as the water-front upon which the storage warehouses are located will face a channel having a depth of twenty-four feet which will enable trans-oceanic vessels to lie alongside.

EQUIPMENT

The equipment on Panay is the same type as that on Cebu. The total for all Divisions is at present, as follows:

Locomotives, 14; Passenger Cars, 32; Freight and Work Cars, 184.

INDUSTRIAL AND TRAFFIC CONDITIONS

From Iloilo to Passi, thirty-four miles north, is a wide rolling plain suitable for rice, tobacco, sugar and corn. Previously most of this was under cultivation. Now there are large areas of sugar land untilled, the small tracts planted producing, with the aid of a few crude native mills, not more than forty per cent. of the possible output. There are many opportunities in this section for developing modern sugar plantations and tobacco farms which are probably not excelled in the Philippines. From Passi to Dumarao, about fifteen miles, the road passes over uncultivated land much of it still belonging to the Government. It is admirably adapted to the raising of maguey and tobacco. From Dumarao to Capiz, a distance of thirty miles, the road runs through the great rice fields of Capiz Province which now produce from 40,000 to 50,000 tons of rice and are capable of doubling that amount. In this section there is much land admirably adapted for sugar centrals and for tobacco, hemp and maguey. Previously the only means of transportation possessed by this interior region was the Panay River during the season of floods and high water. Now the railway, with its reduced rates, gives the whole section access to the market at Iloilo. The Railway Company is doing everything possible to develop this section by the free distribution of seed and encouragement to industries, in which policy it is receiving the hearty support of the Bureau of Agriculture and the Governor-General.

Panay and Negros last year produced 121,000 tons of sugar which at present prices would be worth approximately ₱11,000,000. It is estimated that this is but eight per cent of the possible output if capital can be obtained for installing modern methods of cultivation and the conversion of the cane into sugar. The hemp grown in the interior is of the best quality. About 2,500 tons of medium quality tobacco is produced. It is estimated that 100,000 tons of high grade tobacco might easily be grown.

There was imported through the port of Iloilo during the year ending June 30, 1909, 21,000 tons of rice, the consumption value of which is over a million and a half pesos.

The importance of these lines of railway to the future of the Visayan Islands is evident.

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Connell Brothers Company

INCORPORATED

Mr. J. J. CONNELL, Vice-President

Mr. A. R. R. HASSAN, Manager, Hongkong

FLOUR—a sufficiently prosaic subject, apparently, yet viewed in the light of the ultimate results of its introduction into a heathen country, its indirect though certain effect upon the physical and, consequently, the moral make-up of a people, as a civilizing agent its importance cannot well be over-estimated. Scientific research has effectively demonstrated the strong influence which various foods have upon the individual, not only physically, but mentally and morally as well; and to spread the benefits of this later-day knowledge to those who, either through lack of ability or opportunity, have not been able to learn for themselves the relative value of nutritious foods, is but one of the duties of the more enlightened races. If this be done as a mere incident to a commercial enterprise, it is none the less worthy of a great people, and adds all the more lustre to those vast arms of commerce which have reached out and embraced nearly the whole world, making the United States a country noted among nations as a leader in commercial enterprise and advancement.

Flour is eaten for the substance, called gluten, which it contains. This is a highly nutritious food, and is contained in vastly larger proportion in American wheat flour than in any other cereal. It is this article of food, which tends to make the mind and body strong, that is now being introduced into China through the efforts of Connell Brothers Company, Inc. If the scientists may be believed, there is little doubt that in years to come the introduction of this cereal into the Celestial empire will, if from a health standpoint only, be attended by gratifying results.

It is true that the Chinese, from time immemorial, have raised a kind of wheat and have, to a small extent, made it into flour; but because their cereal is of such poor quality and lacking in the one essential—gluten—which it should possess, it is easily seen why its use has been so restricted. Without realizing why, the Chinese readily saw that their flour did not possess the requisites of a nutritious and health-giving food. They have realized, however—also without knowing why—that the American wheat flour supplied the requisite in which their own product was lacking, and since its introduction into China, the American cereal has gradually gained in popularity until now it enjoys a large sale, extending throughout the empire as far west as the upper Yangtse. This, of course, represents no small propaganda of education of the masses into the use of Occidental foods.

The head offices of this firm are in Seattle, Washington. It has Oriental agencies at Shanghai, Hongkong, Manila, Yokohama and Vladivostock. The Connell Brothers Company, Inc., is the branching out of the well known firm of M. J. Connell and Company, which successfully conducted a large business at Seattle, with branches throughout the Orient. Two years ago the company incorporated, and extended its business and the scope of its transactions and territory. The company has been in existence for twenty years, and has been engaged in business in the Orient for fifteen years, succeeding during that time in establishing for itself an enviable reputation in every commercial quarter of the Far East.

This is essentially an American company, which has none other than American representations. In Hongkong it is the only American firm, with the single exception of the Standard Oil Company, that has its home office in the United States.

The company is the largest importer of flour operating in the Orient, having the sole representation of some of the best known mills of the Pacific Coast, including the Sprague, the Richville, the Paha Mills, and a dozen others. An idea of the immense flour business that the company carries on may be gained from the fact that during the past year they brought to and sold in the Orient two and three-quarter million bags of this cereal.

But flour is not the only line that is handled by this company. Connell Brothers Company, Inc., are sole agents in the Orient for the following manufacturers whose reputation is world-wide: The Borden Condensed Milk Company, and The California Fruit Canners' Association. The company is also the sole agent at Hongkong for the American Paper Trust.

The company is the largest diamond importer in Hongkong, the greatest diamond market in the Orient. The general merchandise business of the company covers the majority of American exports shipped to the Orient.

It is only recently that the company has been operating in Manila. Realizing the possibilities offered by free trade between the Islands and the homeland, as a result of the passage of the Payne bill, the company decided to establish a branch office in Manila. The business of the company in the Philippines has grown phenomenally in the last few months, so fast in fact that it had to considerably augment its staff, and is now on the way to a further increase in the number of its employees and the enlargement of the facilities for handling the company's steadily increasing business.

Besides its flour and general merchandise business, Connell Brothers Company, Inc., does an enormous business in Oregon pine, which is sent in large shipments to China.

The company is not only a large importer, but does considerable export business from the Orient also. The principal exports of the company from the Orient to the United States and Europe include tea, spices, rice, feathers, straw braid, valuable Chinese porcelains, Chinese manufactured canned goods, and numerous other Oriental products.

The famous Rainier beer is handled at Hongkong through the agency of Connell Brothers Company, Inc.

The company is so well known in China that it has a Chinese name—Kung Lee.

This company is an example of American enterprise in foreign countries. Gradually the company has extended its business in other climes, and where others have failed, Connell Brothers Company, Inc., has achieved a signal success in introducing American goods in the various fields where competition of foreign firms was keenest, and where an American firm could not hope to succeed except by exercising the soundest judgment and by a strict adherence to well laid plans and strictly American principles.

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Squires, Bingham Company

Mr. R. W. SQUIRES
Senior Member of the Firm.

Mr. L. E. PERSKE
Member of the Firm and Manager of Glass Department.

Mr. C. D. SQUIRES
Junior Member of the Firm.

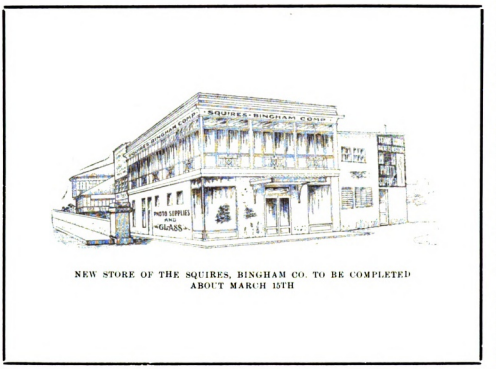
AMONG the young men who have won their way through many difficulties to an assured business and are to-day established as prominent business men in the commercial world of the Orient, none are better known in these Islands than the two brothers R. W. and C. D. Squires, who control the business of "Squires Bingham Company," Photographers, Printers, and Glass Merchants. The guiding spirit of the firm is Mr. R. W. Squires, who, with Mr. W. O. Bingham, laid the foundations of the present concern, in the early days of the American occupation.

Messrs. R. W. Squires and W. O. Bingham came out to Manila in November, 1898, with the First Washington Volunteers. They had no intention of remaining in the country after completing their military duties, but once out here, like many others, they saw the beckoning hand of Opportunity through the newly opened door, and wisely obeyed her call. Mr. Squires, always a camera enthusiast, had brought out with him a little five-by-seven "Premo" camera, and a stock of printing and developing materials. His friend and comrade in arms was Mr. Bingham, and the two spent their spare time in securing such interesting pictures of the Island life as they could get. A demand for their work soon sprang up among their comrades, and the two chums found themselves besieged with orders. They bought up all the chemicals and photo-printing paper they could get in Manila, the demand for which was so great that within three months after coming out there was not a single sheet of paper to be had in the city.

The success that attended their photographic efforts fired the young men to still greater endeavour, and in September, 1899, they rented a little store in Calle San Juan de Dios, in the old Walled City of Manila, and hired a Chinaman whom they taught to help them in their work. So quickly did their business grow that within twelve months the total working staff numbered twelve persons. All this time the only camera they had was the little "Premo" which Mr. Squires had brought out with him from the United States, and which he had not anticipated using other than for his own personal pleasure and gratification. The story of their early experiences would make amusing and interesting reading, and it is really wonderful to think of all that these two young men accomplished with such limited materials at their command.

The great step forward came in 1901 when they bought out one of the leading local photographic supply dealers, and moved into the Escolta, the main street of the city. Shortly after taking over this stock of the Central Studio, they also bought out the LeMunyon Photographic Company, who had big premises near the Santa Cruz Bridge. Equipped with the stock of these two firms, the young men were in a better position to meet the requirements of their many customers. Moreover, after moving into the Escolta, Mr. Squires made a special trip home to the United States and there made extensive purchases, bringing back with him the first big shipment of modern stock and material, as well as spending a great part of his time in studying such details of the photographic trade as would afterwards assist him.

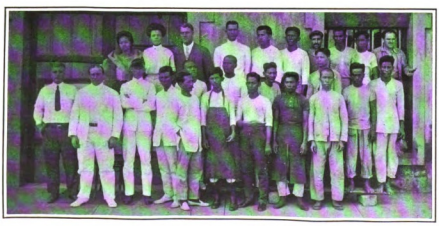
In 1904 they again moved, locating themselves in their present premises by the Santa Cruz Bridge, round the corner from the Escolta, in Plaza Goiti. A year later they erected large workshops for the conduct of their photographic and picture framing departments, enlarging the works in 1905 for the inclusion of a Plate Glass department. That year the partners, who had experienced difficulty in obtaining glass, the only supply coming from small Chinese stores, or imported on order, saw an opportunity to develop to their advantage this particular branch of business, consequently Mr. Squires again made a trip to the United States and Europe, and, after spending considerable time in thoroughly mastering the ins and outs of the glass-trade, placed his orders and returned, installing the first modern factory in the Orient for the silvering and beveling of glass. Mr. L. E. Perske, who is a specialist in the glass business and its various branches, joined the firm and took charge of this department. About the same time Mr. C. D. Squires came out and allied himself with the concern. In 1906 Mr. Bingham sold out his share, and moved to the southern islands. The firm are now about to incorporate, and contemplate extensive improvements in their buildings, and not only to increase the stock of goods carried but also to add new lines of merchandise. Before this appears in print the new buildings will have been commenced, and they will add very much to the appearance of Plaza Goiti.



NEW STORE OF THE SQUIRES, BINGHAM CO. TO BE COMPLETED ABOUT MARCH 15TH

In the new building great attention is being paid to putting up and fitting out a studio with every modern appliance for portraiture, and the firm have engaged a specialist for this work, a man who has gained a great experience in the leading studios on the Continent and in America. A new idea is to be carried out in the photographing of children, and in addition to the work in their studio, the firm intend to offer their services to the parents and to send their expert to photograph the children in their homes with all those surroundings about them that help to making the little ones appear natural and unconscious of being "snapped." This "Home Work" will also be done for the parents themselves if they so desire. To-day the Squires Bingham Company are the leading dealers in their particular line, and carry the largest stock of photographic supplies, plate glass mirrors, and tennis goods, etc., in the Far East. They represent Messrs. Wright and Ditson of America, and Messrs. Slazenger of Great Britain, the two greatest tennis-racket makers in the world, and all the stringing of their rackets is done on the premises.

"The Picture Shop," by which name the firm is generally known, is a favorite haunt for shoppers, and it is one of the busiest stores in Manila. The firm makes a specialty of taking artistic landscape pictures, and it is due in a large measure to the store's enterprising proprietors that many of the most beautiful scenes of the Philippines have been reproduced in books, newspapers and on postal cards. There is an abundance of magnificent scenery throughout the Islands which might have been known only to a favored few, but for the camera man.



THE SQUIRES BINGHAM STAFF.

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LEST WE FORGET

MAGALLANES

ISABELLA II

SEBASTIAN VIDAL

BENAVIDES

Photos by Chas. Martin.

CARLOS IV

SIMEON DE ANDA

THE best earthly reward that greatness can anticipate is the kind of immortality bestowed by mortals upon exalted mortal man.

The erection of a monument is, more often than not, an acknowledgement of a debt which cannot be paid.

In the monuments of a nation may be read great pages of that nation's history.

Monuments are "sermons in stone" to be hearkened unto and heeded. They are golden texts from the great book of human achievement.

What city shall not be proud of her monuments?

The monuments in the city of Manila are not American—although by this time some of them ought to be; the wheels of fortune should be grinding more rapidly than they did in Magellan's day. It took his survivors a weary long time to get his achievements acknowledged, but then they couldn't tick the story into space to be picked up by electric fingers thousands of miles away, as we do it now. Magellan has even yet a most inadequate monument, considering that his should be the first name in the hearts of this people. He discovered to them the world. He discovered them for themselves. They killed him—and ate him probably, since his body was never found—but that was nearly four centuries ago. We are sorry now, as we are about so many things in history. Down on Mactan Island, on the spot where he is supposed to have given up his life, the Spaniards erected a monument to him long ago; while across on the Island of Cebu is another one, which has recently been rescued from complete ruin by an American with an imagination and a good heart. This is probably a more eloquent shaft of stone than that which stands upon the left bank of the Pasig river in the city of Manila, but this impression is doubtless due to the association of Magellan's name with that part of the tropic world which he discovered. As a matter of fact it is impossible for the human mind to conceive a sufficient monument for the commemoration of some achievements. There is only one "sufficient monument" under the American flag, and that one lifts its gleaming apex five hundred and fifty-five feet above the city of

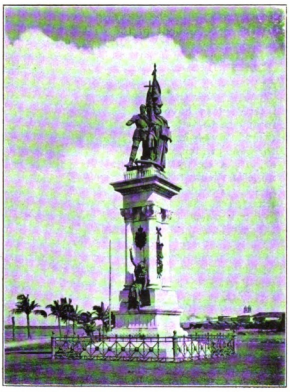
ELCANO

our pride which is itself the monument's pedestal —Washington.

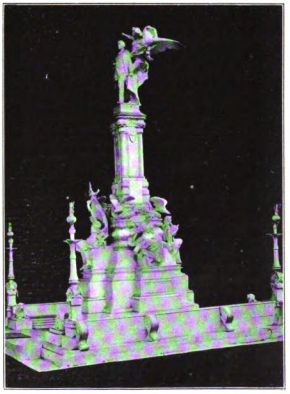
There were stormy days in these fair islands during the latter half of the eighteenth century. It was then, in 1761, that England was forced to resort to arms to break up the so-called "Family compact" of Europe which had for its object the destruction of British supremacy and prestige. In the "Family compact" was Charles III of Spain, together with two other branches of the House of Bourbon, Louis XV of France and Ferdinand of Naples. It seems strange that such a war in such an age should have reached its grim hand across the thousands of miles which separate Europe from these islands to write upon them the cruelest story in the annals of Philippine History, but we have the records. The British came to Manila in 1762 and until January 1764 they continued to fight a miserable war in which natives, Spaniards, Moros, monks and Chinamen were mixed up and slaughtered indiscriminately, but throughout which one Simeon de Anda y Salazar maintained his position of Commander-in-chief of the Spanish and native forces and self-appointed Captain-General of the Islands. He seems to have been a queer mixture of a man with more faults than virtues, but I have only read an English history of him and there may be another side. The fact remains that his King thought highly enough of him and of his deeds to reward him with a full realization of his ambitions. After bestowing many favors upon him in Spain, His Catholic Majesty sent him back to the Islands in 1770 as Governor-General. Mr. John Foreman, in his book about the Philippines, concludes his account of Anda's career thus: "Born on Oct. 28, 1709, in the Province of Alava, Spain. Simeon de Anda's irascible temper, his vanity, and his extravagant love of power created enmities and brought trouble upon himself at every step. Exhausted by six years of continual strife in his private and official capacities, he retired to the Austin Friars' Hospital of San Juan de Dios in Cavite where, on Oct. 30, 1776, he expired, much to the relief of his numerous adversaries. The last resting place of his mortal remains is behind the altar of the Cathedral, marked by a tablet; and a monument erected to his memory—107 years after his death—stands on the quayside at the end of Paseo de Santa Lucia, near the Fort of Santiago, Manila." This is the first monument to meet the eye of the visitor to Manila who steams into the mouth of the Pasig River and up to the landing called "The Captain of the Port's."

The most beautiful monument in Manila, and indeed one of the grandest conceivable, is the one to Legaspi and his dauntless priest comrade Urdaneta which stands at the point where the broad Luneta narrows into the palm-lined Malecon drive. To tell the story of Legaspi and Urdaneta would be to write long chapters of the history of the Sword and the Cross in these islands. Let the fact suffice that by virtue of their masterful campaigns, Spain was enabled to establish dominion in the Philippines which lasted for nearly three centuries, during which she transformed a population of a million or more savages into a Christian people, six million strong. It was not until the latter part of the 19th century that this monument was conceived in the mind of the great Spanish sculptor Querol, who

(Continued on page 65.)



LEGASPI AND URDANETA



JOSE RIZAL

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Albay Province

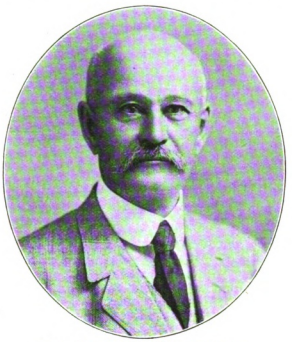
By Capt. LEONARD S. GODDARD

ALBAY is the richest province in the Philippines. This is no idle boast and those who investigate will soon be convinced. It is situated in Southern Luzon and in round numbers it has a population of 250,000 people. The assessed valuation of land and improvements in the Province is over twenty-two million pesos. This is almost five million pesos more than Pangasinan, the next richest province, while Albay leads Cebu by almost seven million pesos and Iloilo by about eight million pesos.

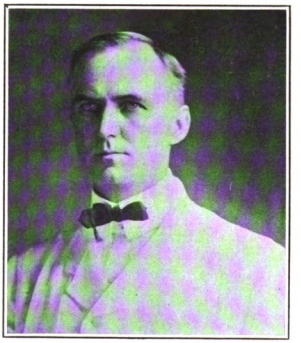
CAPITAL OF THE PROVINCE.

The city of Albay is the capital of the province and is composed of the three districts of Albay, Legaspi, and Daraga, with a population of 42,851, which makes it the third city of the Islands, only Manila and Cebu having a greater number of inhabitants. The assessed value of the property in the town is ₱2,526,550.00. Within the limits of the town is situated the military post, Camp Daraga, now occupied by a battalion of scouts. This is said to be the prettiest post in the Islands. There is a good ice-plant at the post and there is also an ice-plant controlled by private capital which gives an abundant supply of an article so necessary to the comfort of Americans in the tropics. Immediately tributary to the capital city is a rich country with an assessed valuation of over nine million pesos. The Legaspi district of the town is the port through which flow the exports and imports for this rich district.

Hon. DOMINGO SAMSON, Governor of Albay



Col. J. Q. A. BRADEN, Treasurer of Albay



Judge GRANT TRENT, Court of First Instance

The government telegraph office of the town of Albay, Legaspi district, does more commercial business than any other office on a government line, outside of Manila. The average number of messages handled during the last six months has been, per month, 3828. The total value of city messages handled has averaged ₱1147.35 per month.

The post office handled for the year 1908 about 11,000 registers. The net revenue collected for sale of stamps, etc., was over ₱14,000. Over ₱36,000 were deposited in the savings bank and money orders were issued for over ₱176,000.

Besides the amount of money orders, referred to above, the leading commercial houses in the town issued drafts on Manila and imported cash which amounted to over one million pesos. This does not include the amount of drafts issued by commercial houses in the town of Tabaco, which will amount to about two-thirds of the above. How do these figures sound to an experienced banker? All this money could be handled through a local bank. An enormous business could also be done in commercial and agricultural loans.

HEMP.

Albay produces one-third of the hemp grown in the Islands. Of those products of importance such as sugar, rice, tobacco, fruit, copra, and timber, all are found in abundance and of good quality in various parts of the world; but as a producer of hemp the Philippines stand alone. Hemp is a necessity in the agricultural and manufacturing countries of the world; and it can be produced nowhere else except in small quantities and of a very inferior quality. There are only a few hemp provinces, and of these Albay is easily the first. On account of the soil, climatic conditions, and especially the amount of rainfall, which is larger and more generally distributed throughout the year than at any other place in the Islands, it is better adapted than any other province to the raising of this product which is by far the greatest source of income the Philippines possess.

The growing of hemp in this district is no experiment and there is always labor to harvest the crops.

COAL.

Albay produces more coal than all the rest of the Islands. Batan Island, at the mouth of Legaspi bay, is underlaid with coal. Work on the development of the coal deposits began in 1906 by private capital. Later the East Batan Coal Mining Company was organized with a capital stock of ₱3,000,000.00. New and up-to-date machinery is being installed, and within a short time it is the expectation of those interested to have a plant with a capacity of from one to two thousand tons per day. This company now has a wharf 300 feet long running to deep water, alongside of which the largest ships can tie up and load. The mouth of the mine is within a few hundred feet of the beech, and a railroad from the mine to the end of the wharf, equipped with two locomotives and fifty two-ton cars, now handles the product. Six thousand-ton bunkers are being built which will greatly increase loading facilities.

Ex. Gov. A. U. BETTS of Albay. The man who developed the Albay coal-fields

Steaming tests made by the Bureau of Science with Batan and Australian coals on two coast guard vessels, sister ships, by ordinary steaming for 5,000 miles gave the cost of Australian coal used at .66 centavos per mile and Batan coal at only 38 centavos per mile, making a saving of ₱1,500.00 by the vessel using Batan coal for that distance. This mine is located at the eastern end of the Island and the United States government mines are at the western end. The army transport *Dix* made a thorough sea-going test of this coal and the report was most favorable.

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A large number of coastwise vessels are using Batan coal and it is now being shipped to Manila in cargo boats.

Almost half a million tons of coal were imported into the Philippines during the past fiscal year at a cost of about five million pesos. Albay will soon be supplying the greater part of this coal and millions of pesos will be kept in the Islands.

MISCELLANEOUS AGRICULTURE.

Albay is not an exclusive hemp province. While there is a comparatively small portion of the land adapted to the raising of rice, yet this product forms an important part of the wealth of the towns of Albay, Ligao, Oas and Malinao. A large area is planted to cocoanuts; and copra and other by-products of this tree form an important commercial item. Nipa and bejuco are also among the leading products of the province. Corn grows prolifically, yielding two and three crops per year. Pineapples, bananas and smaller fruits grow in great abundance. Experiments by the schools and private gardeners have proven that vegetables of almost every variety can be produced.

RUBBER AND GUTTA PERCHA

Rubber, which is so profitably cultivated in the Malay States, could be most successfully grown in Albay. There are now growing in the province a great many wild rubber and gutta percha trees. The amount and general distribution of the rainfall in this province, which is greater than any other in the Islands, and the soil conditions would make the growing of rubber a sure and profitable industry.

LABOR.

There is no other province that has a better class of laborers than Albay. They have been found able and willing to harvest one-third of the immense hemp crop of the Islands each year, and that fact speaks louder than words. Here one who treats his workmen properly needs never fear that he will not have enough labor to do all the necessary work, of both planting and harvesting. Because of this Albay has become the greatest hemp district of the world, and without this essential, no matter how high or big hemp may grow, it will not pay to put money into it. Raising hemp pays in Albay because of the abundance of labor. While this is true of the agricultural labor of the province, it is no less true of the longshoremen of the port of Legaspi. It is well known among ship captains that a vessel can load and unload more quickly at Legaspi than at any other port in the Islands. The s.s. *Magallanes* came into the port of Legaspi with 13,000 sacks of rice and within fourteen hours this immense cargo was discharged and placed in the warehouse. The whole thirteen thousand sacks were carried off the ship to the warehouse on the backs of the laborers. This record places Legaspi longshoremen among the best in the world.

RAILROAD.

Albay is to be the southern terminus of the line of the Manila Railway Company. Already a fine wharf accommodating six tracks has been built at the port of Legaspi and one of the largest warehouses, with ample grounds, has been bought by the company.

PUBLIC IMPROVEMENTS.

In the neighborhood of half a million pesos were spent on public improvements last year by Albay province. Probably the finest government building in the Islands now adorns the plaza of the town of Albay. Also a fine Constabulary building is situated on the South side of the plaza. Both these buildings are of reinforced concrete. Opposite the Constabulary headquarters is the high school building. The money is appropriated and soon the work will begin on a ₱25,000.00 trade school, which will be erected on the same side of the plaza as the high school. The city of Albay is contemplating the erection of another story on the stone public school building which occupies the western end of the plaza. This will make the Albay plaza the finest in the Islands.

ROADS AND BRIDGES.

Besides the buildings above mentioned there were constructed last year 27 kilometers of new road, making a total of 99 kilometers of up-to-date macadam road. Eight new culverts and thirty new bridges were built. Among these bridges was the parabolic arch bridge on the Legaspi-Ligao road, of reinforced concrete. It is known as the Governor Reynolds bridge, named after Governor Reynolds of Albay, through whose efforts its construction was brought about. The Bureau of Public Works considers it one of the most important structures completed in the Philippine Islands since American occupation.

CLIMATE AND HEALTH.

The climate of Albay is one of the attractive features of the province. The temperature is even, there being no great extremes. Refreshing breezes are blowing the year round and the amount of rainfall keeps down the extreme heat, which is found in some parts of the Islands. The nights are ideal, cool and refreshing. Albay is mountainous, affording ample drainage for the great rainfall, there being very little low swampy ground. Thus the province presents better health conditions than most provinces. There have been no epidemics or contagious diseases for many years.

Another thing worthy of note is that this province is singularly free from destructive typhoons. Albay has had but one of any importance during the last ten years—something to consider if you are thinking of engaging in agriculture.

THE PEOPLE.

The people of this province are Bicols and any one who has lived among them knows that they are among the best natives in the Islands. They are peaceful, friendly and most hospitable. They are ambitious to learn and co-operate most cheerfully with the Americans; there being less race prejudice here than in most provinces. Great interest is taken in the schools, and industrial and agricultural work are being given more attention each year. Nearly ₱50,000 of the Gabaldon fund has been allotted to Albay for the building of barrio schools.

As a result of the good feeling which exists between the different elements of the population the Albay International Chamber of Commerce was organized about four years ago and is in a flourishing condition, having one of the finest buildings in the province in which is maintained an up-to-date reading room and club. There is also a United Service Club at Camp Daraga so that a visitor to Albay has a pleasant place to spend the time.

LAW AND ORDER.

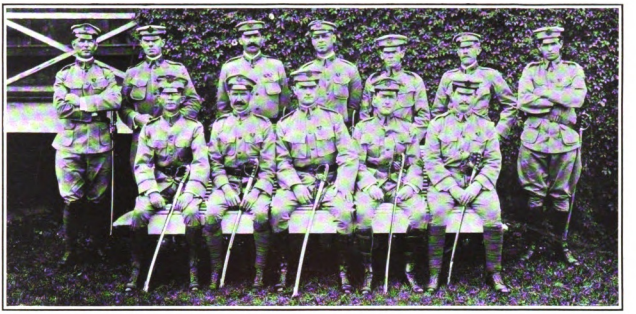
The question of law and order is efficiently handled in the province of Albay by a small force of Insular Constabulary, consisting of three officers and seventy-five enlisted men, the latter being natives of the province.

BEAUTIFUL SCENERY.

From a scenic standpoint, Albay is one of the most beautiful provinces in the Islands. Rising from Albay bay to a height of about 8,000 feet is the Volcano Mayon, one of the most imposing and beautiful mountains in the world. It is practically a symmetrically perfect cone. A good road from Legaspi to Ligao, a distance of 20 miles, runs around the foot of the mountain, through a country of varied beauty; and from Ligao to Tabaco another good road takes one around the other side of the mountain to Tabaco bay, almost the same distance. Thus the traveller, in sight of Mayon the entire distance, gets impressions of the mountain he can never forget. Fujiyama is famous, but some day when the beauty and grandeur of Mayon are known no tour of the world will be complete without a visit to Mayon and the wonderful hot springs of Tiwi in this province.

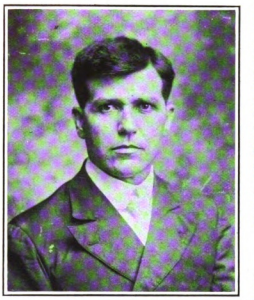
A HEARTY WELCOME.

Albay extends a hearty welcome to all good citizens of whatever nationality who come to make their home in the province. It has the land, growing crops, abundant labor to harvest them, an ideal tropical climate, a good health record and favorable social conditions.



Major H. S. HOWLAND, the popular young officer of Philippine Scouts with his staff and other officers of the Fourth Battalion at Camp Daraga, Albay
First Row, left to right, (seated): 1st Lieut. B. B. WARRINER, Medical Reserve Corps; Capt. W. D. SHEPARD; Major H. S. HOWLAND; 1st Lieut. W. K. BARTLETT, Medical Corps; 2nd Lieut. C. E. DORITY
Second Row (standing): 2nd Lieut. L. C. O'LOUGHLIN; 1st Lieut. G. H. RATHGEBER, Adjutant; 1st Lieut. G. C. CHARLTON; Capt. N. E. COOK; 2nd Lieut. R. S. BOWMAN; Capt. HENRY RODGERS; 2nd Lieut. R. A. GILLMORE, Quartermaster and Commissary

Capt. LEONARD S. GODDARD
Extensive Hemp and Cocoanut Planter and interested in Albay Coal Deposits



Mr. W. E. McMAHON
Attorney-at-Law, Interested in Albay Coal Deposits and Paracale Gold Fields

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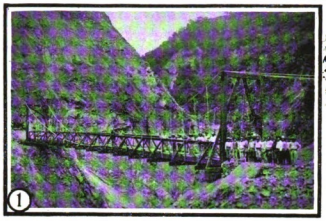

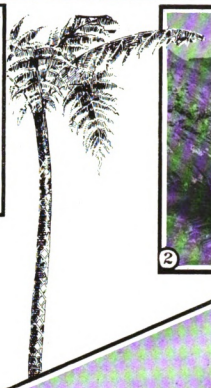

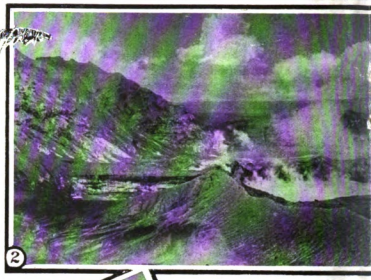

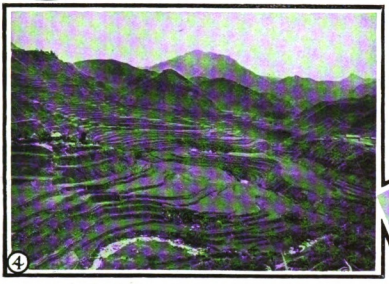

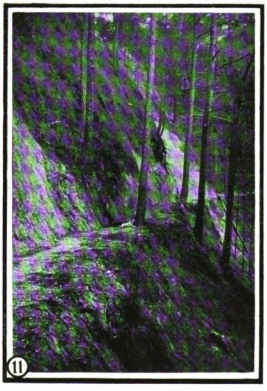

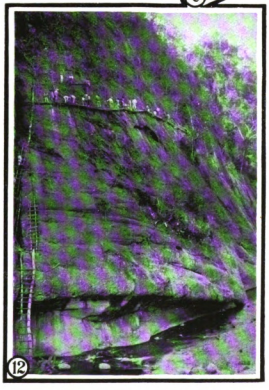

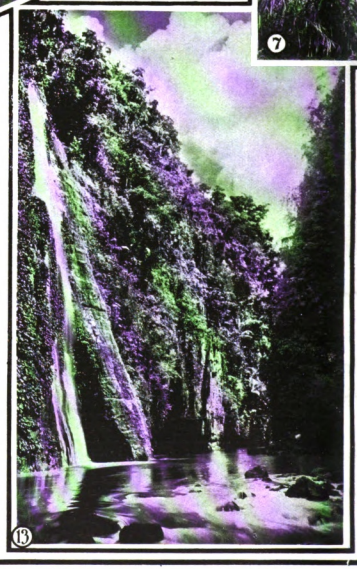

1. Bridge on the Benguet Road.
2. Crater of Taal Volcano.
3. New Steel Bridge on the Benguet Road.
4. Rice Terraces of Banaue, Mountain Province.
5. Scene on the Pasig River.
6. Part of Famous Zigzag on the Benguet Road.
7. A Tree Fern of the Mountain Province.
8. Bridge at Bontoc.

Photos by Charles Martin.

THE SCENIC MAGNIFICENCE

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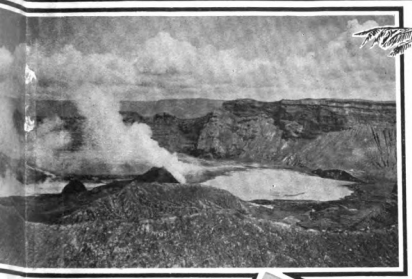

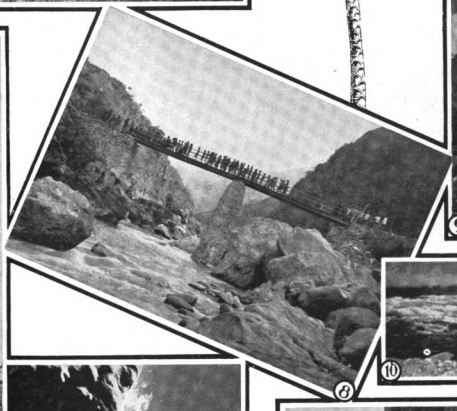

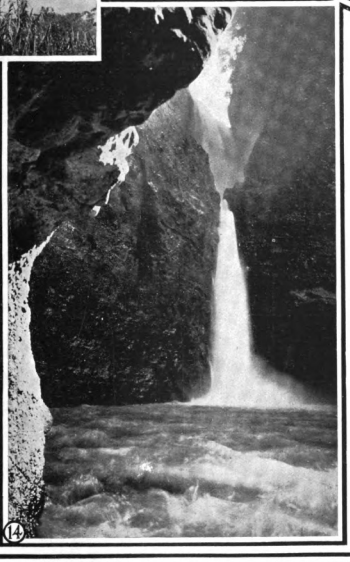

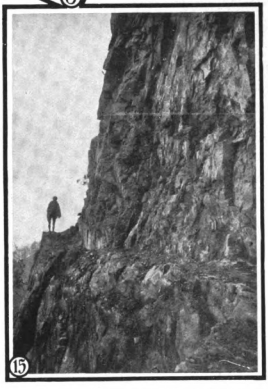

9. Gorge of Montalbon.
10. The Abulug River, Apayao.
11. The Old Benguet Trail.
12. The way the Benguet Road was made.
13. Lower Falls in Pagsanjan Gorge.
14. Upper Pagsanjan Falls.
15. Difficult Corner on the Old Trail.
16. Typical Corner of the new Benguet Road.

E. W. BOLDT

E OF THE ISLAND OF LUZON

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A Review of the Mining Industry in the Philippines

By Warren D. Smith, Ph. D., Chief of the Division of Mines, Bureau of Science

Prior to the insurrection of 1897 a substantial beginning in mining in the Philippine Islands had been made. On the Island of Cebu coal had been mined for some time at three places and on the Island of Batan there were two properties in operation on the north coast at Calonaga bay, under the concession granted to the Minas de Batan Company.

In Ambos Camarines a stamp mill had been set up and a dredge of very limited capacity had done a little work.

Prospecting had been carried on for some time in Northern Mindanao in the placer district of Cagayan de Misamis. The natives had mined the bench placers along the Iponan and Cagayan rivers for we do not kno how many centuries. According to Mr. Abella's report on this region the work was of a very high order for semi-civilized people; it is possible that the Chinese had taught them what they knew about the art of mining. In Masbate there are remains today of extensive underground workings which are supposed to have been made by the Chinese. In the northern part of Luzon the Igorots had mined and smelted copper for decades and the Spanish mine under the superintendence of Chief Engineer Santos had already begun to yield an appreciable output. Near Angat, in Bulacan, nine small blast furnaces for smelting iron ore were in operation in 1884.

All over the Philippine Islands more or less haphazard and interrupted panning for gold was being carried on by natives, in which the women took a great share.

This sums up briefly the state of the mining industry previous to American occupation. Had it not been for the insurrection a good start might have been made in one or two places, particularly in the Paracale-Mambulao district which would undoubtedly have yielded substantial returns.

With the advent of Americans in 1898 a small army of prospectors trained in the mining camps of Alaska, Colorado, and California entered the Philippine field. It was only natural that if mineral existed in these Islands these men should find it and be able to extract it. Men who had been trained in such hardy schools were not likely to be daunted by even the drawbacks of the tropics.

Resumé of Progress during the Decade 1900-1910.

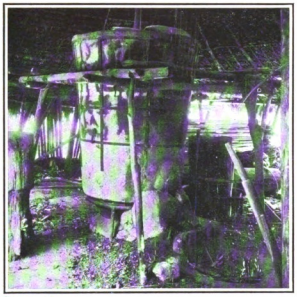
Now is a fitting time to sum up the work of the decade 1900-1910. Though Americans have been in the Philippines since 1898 nothing much was accomplished prior to 1900, due to the hostile state of the country.

Glancing at the mineral statistics prepared by the Division of Mines of the Bureau of Science we see three gold districts at the present time either producing or about to produce results, while vigorous exploration work is going on in five other localities. In Benguet there are three mills in operation, the Benguet Consolidated with nine stamps, the Bua with six stamps, and the Camote with three stamps; and there are prospects of three other mills going in in the near future. In Ambos Camarines there are three dredges working night and day and yielding very substantial returns, with a 20-stamp mill in process of erection on the San Mauricio, a Huntington mill on the Tumbaga and vigorous prospecting on a half-dozen other properties. We should see in this district before very long at least three mills.

In Masbate in the vicinity of Aroroy bay there is at present no production, due to a number of setbacks as a result of a variety of factors which probably will no longer have to be taken into account. At one time in 1906 there were two dredges, one on the Guimobatan river and another on the Lanang; one of these was destroyed by a typhoon and the other came to grief owing to other causes. There had been three mills set up in this district, but prematurely; none of these is operating at the present time as those in charge have wisely come to the conclusion that more development work is necessary. There are at present six or seven properties where active development work is being carried on; of these the Colorado and the Syndicate

Bureau of Science

NATIVE MINERS OF THE SYNDICATE MINING CO. AROROY, MASBATE



Bureau of Science.

THE ONLY IRON BLAST FURNACE IN THE PHILIPPINES OWNED AND OPERATED BY MARIA FERNANDEZ AT ANGAT, BULACAN

Bureau of Science VIEW OF GOLD CREEK, BENGUET

are the most advanced. Extensive development work has already been done in a most creditable manner, promising to yield splendid results.

On the copper deposits of Mancayan-Suvoc, development work has steadily continued. A number of engineers have made examination of these deposits within the last five years; at present there are two German engineers on the ground and it is hoped that a producing mine in that district will soon be added to the list.

Other localities in which prospecting work is being carried on at present are as follows:

East of Dagupan in the province of Pangasinan near the barrio of Salasa.

In the province of Nueva Ecija near Peñaranda and Gapan several individuals have begun testing the placer grounds with boring apparatus. The ground so far has proved to be very promising and platinum has been found in the concentrates with gold.

At the head of Ragay Gulf, in line with the Paracale deposits, promising placer ground has been located and samples have been examined in the Division of Mines.

Attention has been attracted anew to the Cagayan de Misamis country in northern Mindanao, and there are at least three parties now on the ground.

Development is being continued near Placer, in the Surigao peninsula; some exceedingly satisfactory results have been obtained on assaying samples from some new lodes in this region.

Two parties are now in Mindoro, one on the north coast and the other on the east coast; on the north coast sluicing is being carried on; on the east coast the ground will probably have to be dredged.

Attention has lately been drawn to some promising deposits on the Island of Catanduanes, but it is yet too early to make any statement regarding them.

Tellurium in the form of telluride of gold has been found in Benguet and the Camarines.

LEAD.

Promising lead prospects have been explored on the Island of Marinduque and lead is known to occur in Cebu. Lead also occurs with zinc in some Camarines lodes. There is no production, however, of this metal.

SILVER.

Practically all the gold mined in the Islands contains a small percentage of silver, but silver ore is of comparatively rare occurrence. Silver also occurs in galena in Cebu and wherever this mineral has been found.

IRON.

Besides the Angat iron deposits which were known long before the American occupation, there are undeveloped deposits of hematite in Ambos Camarines and in Marinduque. A chrome iron ore has recently been discovered in the province of Surigao. There is one small native iron furnace at Angat, which is operated by a Filipina woman, Maria Fernandez—the only person of her race who is a mine operator. This furnace by the way is the only iron furnace in existence in the Philippines; from this furnace 396 metric tons of pig iron were turned out in 1907; this pig iron is almost entirely made into plow shares which are used by the natives of the neighboring provinces of Pampanga, Tarlac, etc. The extent of these deposits is not known. There has been no survey of this district since 1903, and the conditions at that time were such that a proper survey was not feasible. It is

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hoped that within the next year the Division of Mines will be able to determine something about the extent of the deposit. One factor which has always been a serious one in considering the development of any deposit of iron ore in the Philippine Islands is the lack of coking coal. At present we are unable to obtain a firm coke from any of the Philippine coals. However, in view of the very revolutionary developments in the metallurgy of iron, viz: the electric smelting of iron ore by which the amount of coke necessary has been reduced nearly 75%, it is probable that the smelting of the Philippine ores can be carried on profitably on a large scale, whereas before it seemed out of the question.

COAL.

There are at present two coal mines in active operation. Both are situated on the little Island of Batan, twelve miles east of Legaspi on the east coast of Luzon. On the west end of the island is the mine of the U. S. Army, while on the east end is the East Batan Coal Company mine. The East Batan Coal Company was producing 250 tons a day at the last report. Docks, coal pockets, tramways, etc., have been built and the Company, after several years of hard fighting, seems to be in a fair way to become a dividend-paying proposition. (It is interesting to note that much of the stock subscribed has been taken up by wealthy Chinese in the Philippines and Hongkong.) This mine is said to be coaling from 20 to 25 interisland boats per month and recently one thousand tons have been purchased by the Manila Electric Railway and Light Co. The coal is a sub-bituminous coal which compares favorably with the Japanese coal as sold in Manila. The government coal mine is still in the development stage; it has already furnished the U. S. A. Transport *Dix* sufficient coal to cross the Pacific Ocean, and received a favorable report from her engineers. It is also supplying coal to the nearby posts and the interisland transport *Wright*. Besides the principal seam of about five feet thickness, which the East Batan Coal Company is now working, an additional seam of about eight feet thickness has been found below this, and it is not improbable in view of what we know of the relation of the coal beds farther south in the Visayas that two other seams still thicker may be encountered. I say may be, because coal seams are not always persistent for great distances but are more or less lenticular. However, I feel confident of an abundant supply of coal on the island of Batan as I have traced outcrops around three-fourths of the island.

Besides these two coal districts, Batan Island and Cebu, coal has been found on nearly every island of the group; we know that it occurs in the Cagayan valley in northern Luzon; near Candon on the west coast; at Norzagaray, in Bulacan Province; on the Island of Polillo east of Luzon; on the Island of Mindoro, near Bulalacao; near Baler on the east coast of Luzon; and at several points on the Island of Panay not far from the railroad between Capiz and Iloilo; at Cataingan in the southeastern part of Masbate; at a dozen or more localities on the Island of Cebu; near Escalante, on the Island of Negros; at Bislig, on the east coast of Mindoro; on the Silay river, in the Sibuguey Bay, western Mindanao, and probably near Parang on Illana Bay; in the region immediately back of Cagayan de Misamis, northern Mindanao; and doubtless at many other points which have not yet been explored, for instance, across San Agustin Bay at the town of Aroroy the same formations, which overlie the coal in other parts of the Islands, have recently been discovered and I feel hopeful that drilling or shallow shafts will strike coal at this point. Likewise I have found the same formations in the Cotabato valley of Mindanao.

OIL.

Oil seeps are known to exist at two places in Cebu, one near Toledo where a well was sunk to 1,100 feet, but which did not get to the producing stage because of the outbreak of the insurrection, and at Alegria on the southwestern coast; and at one or two localities in Leyte. Recently considerable attention has been directed to the Tayabas peninsula, where several seeps have been found. Two wells have been sunk, on the east coast, one to 160 feet. Preliminary examination of this field by Dr. Adams gave a very favorable impression of the possibilities. It now remains for interested capital to test these localities by drilling. We have every reason to hope for production in the Tayabas peninsula within the coming year. An oil seep is known to occur in the Cotabato valley not far from Kudarangan, the formation there being probably much the same as that in the Tayabas oil field.

What the Mining Industry means to the Country.

There can be no question that any policy which has at heart the commercial development of the Philippines must take into account the mining industry. And prospe tors and capitalists should be given every encouragement. A flourishing mining industry, developed by hardy, trained men from the temperate zone, cannot work any hardship upon the native population. Every mine, whether it is paying dividends or not, is circulating money throughout the country and employing labor.

RECOMMENDATIONS.

I may be permitted to repeat here some recommendations which have been made from time to time both by my predecessors and myself in various publications of the Division of Mines. The government is endeavoring to work hand in hand with the mining public. In order best to serve the mining interests, the present mining law should be redrawn. Recommendations regarding the mining law have already been forwarded to Washington and incorporated in a bill now in possession of the committee on Philippine affairs; this bill provides for the striking out of sections 33, 56, and 75. The first says that there shall be only one claim filed on a lode; the second requires the payment on coal land within one year of location; and the third forbids anyone interested in one mining corporation being interested in another. It is obvious that these sections are too stringent. Still another recommendation might be made, that of changing the method by which assessment work is required to be done at the present time; a great deal of assessment work is wasted and much of it could be avoided. In the United States at the present time there is growing up a sentiment in favor of no longer granting free-holds to mineral land, and a policy of conservation of the natural resources has been adopted. There is no doubt but that the sentiment in favor of lease-hold and royalty with proper land classification is becoming stronger.

To aid properly in the work that the Division of Mines is undertaking there is need for an ore testing laboratory. To provide for the equipment and mining expenses necessary about ₱50,000 would be needed. The idea would be to make test runs of from one to five tons of ore from mines which are still in the development stage, and at the same time to carry on investigations which would furnish information as to the best methods for treating different ores.

By putting a small tax on every claim the government would soon be in a position to establish such a testing laboratory; this scheme has been followed in Peru with excellent results. Besides such a tax would cause a man to work his claim or to abandon it.

The government should as soon as possible establish a branch mint so that bullion coming in from the mines could be assayed and valued, the bullion deposited in the Treasury of the government, and the miner given a certificate which he could take to any one of the banks and cash; this would save delay, insurance, exchange, freight, and interest.

Before concluding this article, I wish to draw attention to what the Division of Mines is attempting to do. The work of the division is twofold: It serves as a bureau of information and a bureau of investigation. One of its functions is the exploration of new territory. The results of such exploratory work in the Island of Mindanao are almost ready for publication; still other portions of the interior are practically unexplored, for instance, parts of Palawan, Mindoro, Samar, and northeastern Luzon.

A second division of the work is that of making accurate topographic maps on a scale that can be utilized in mining operations, for example the map of the Aroroy mining district by Mr. H. G. Ferguson. Topographic maps have been made of all the principal fields, with the exception of the Paracale district; here the triangulation work, by the Bureau of Lands is almost completed and in the next dry season the work will be continued.

The third division is that of geologic mapping. The value of geologic mapping is coming to be more and more recognized, and we need to point to only one benefit derived from having a geologic map of the islands, that is, to have a basis for a proper classification of the mineral lands.

The fourth division includes special investigations of coal, oil, gold, copper, iron, clays, road materials, materials of construction, cyanide tests, precious stones, and the ordinary routine of mineral determinations.

LEST WE FORGET

(Continued from page 59.)

has just recently died. The heroic bronze figures were cast in Barcelona. They arrived in Manila in 1896, but were not mounted and placed in their present position until 1901—after Spain had ceased to occupy the land her sons so bravely won. To us, who owe so much to Spain's intrepid missionaries and mariners, there is something sad in the splendid, silent watch which these two now keep over the broad waters of Manila Bay.

Skirting the age-green, moss-grown wall of our ancient inner city is a long, gracefully curving, deeply shaded driveway called Bagumbayan along one side of which lie the beautiful Botanic Gardens. This valuable piece of ground, with its hundreds of rare trees and plants, its giant palms and open greenswards, was given to Manila by Sebastian Vidal, the eminent botanist and naturalist whose life-like statue stands at the junction of its gravelled driveways. In the Botanic Gardens gay peacocks strut upon the broad lawns and children roll of an evening in the cool, soft grass. One of our many military bands plays in the late afternoons over by the huge bird cage when hundreds of white-clad people come to sink their feet in the yielding turf and fill their lungs with air that is freighted with sweet earth odors. To Sebastian Vidal our acknowledgments of a debt which cannot be paid.

Platitudinous moralizing about indebtedness to great lives doesn't seem to apply very accurately when one comes to the statue of Isabella II. One is forced to admit that Isabella has a statue merely because she was a queen. She stands in front of a nice old church on one of the most fashionable residence streets in Manila and she is done in the awful style of the middle of the 19th century when they sculpted women with bustles on and huge fringed flounces dipping away toward the back from a waist line running up in front. However, the statue is quaint and curious enough and has associations of its own.

The statue of Charles IV, down in the old city where all the walls are gray and all the aspect medieval, is vastly more interesting. Moreover it has ample excuse for existence. It was Charles IV who introduced vaccination into the Philippines where vaccination has done such a mighty work, and it was for this, the history book says, that they cast him in bronze, with heroic attitude and flowing robes. Whatever the excuse for his being there, he is picturesque enough to be his own excuse.

Then there is staunch old Elcano, down in the entrance of the Ayuntamiento, standing sailor fashion upon his coils of rope and looking for all the world as if he were just about to tell us the marvelous tale of how he won the right to bear upon his escutcheon the motto: *Primus circumdedit me.*

In the statue of Fray Miguel de Benavides which stands in front of Santo Tomas University, which he founded in 1603,—the oldest educational institution under the American flag—there is material for endless writing. And the story of Rizal should be told. But the story of Riazl can be found in any newest history book. The beautiful statue of him, by Carlos Nicoli de Carrara, has not yet been erected, but the design has been accepted and the sum of ₱100,000.00 has already been collected to pay for it when it shall be completed. This is promised for the near future in which we expect the fulfillment of so many of our wishes with regard to beautifying a city of which we are justly proud and which has already achieved a reputation for beauty and interest all over the Far East—if not the world.

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The San Miguel Brewery

Mr. PEDRO P. ROXAS, Proprietor

Mr. ANTONIO R. ROXAS, General Manager

Mr. ANTONIO BRIAS, Assistant Manager

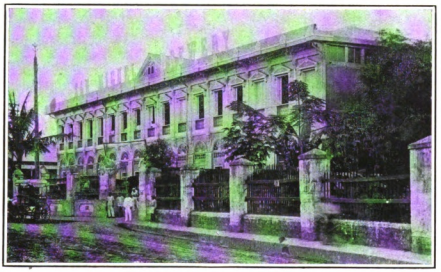
THE San Miguel Brewery, the only brewery in the Philippine Islands, was founded nearly twenty years ago. The history of this institution, of which only a short sketch can be given here, presents a romance of industry not found in the rise and growth of any other business institution of the Islands.

Twenty years ago, the only beer that could be obtained in Manila was that which had been imported from Europe. Owing to insufficient transportation facilities the price of this beer, when landed in Manila, was so high that only the rich could afford to drink it. It was then that the need of a local brewery was keenly felt. But it was difficult to enlist sufficient capital for such an institution, and the Spanish government found it necessary to offer more than ordinary inducements for the founding of this enterprise which, of necessity, involved the investment of a large sum of money, with small chances of returns commensurate with the initial outlay. The government therefore offered inducements to capital which amounted, virtually, to a time monopoly, and the project was successfully launched, though not without some misgivings on the part of the original promoters.

The original plant was a small one, and during the first seven years of its existence the output was only 3,600 hectolitres per annum. Notwithstanding the reduced price at which beer could be sold as a result of the establishment of a local brewery, the business did not yield satisfactory returns, and the company was forced to sell out in 1898, at which time the brewery was purchased by Mr. Pedro P. Roxas. Mr. Roxas himself then assumed the management of the business.

Under the management of Mr. Roxas the brewery prospered wonderfully and increased its output from 6,700 hectolitres in 1898 to 38,000 hectolitres in 1909, clearly demonstrating that the success or failure of the infant industry depended more upon management than upon other elements. Mr. Roxas has amassed a great fortune from the ever growing business of the brewery under his management, and he now resides in Paris, having retired from active business some years ago. Mr. Enrique Brias now conducts the affairs of the San Miguel Brewery.

Soon after the new management took charge, the brewery was enlarged to a considerable extent, and is today one of the most modern institutions of its kind. It occupies a large tract of land, conveniently situated in the San Miguel district of Manila, on the banks of the Pasig river. A number of buildings house this large enterprise, where thousands of men and women are employed. A description of the brewery itself would picture only what goes on in any up-to-date brewery, with all its modern equipment. All of the beer of this famous brewery is made under the direction of expert brewers from the Fatherland, who have no peer in beer-making. The beer of the San Miguel Brewery is of the finest quality and is known all over the Orient. The brewery makes several varieties of beer, of which its double bock is perhaps the most popular and widely sold. Other beers, such as *cerveza negra*, or black beer, Pilsen ale, or light beer, are also made. A malt tonic called Maltina is a recent product of the brewery.



FRONT VIEW OF THE SAN MIGUEL BREWERY

As an evidence of the steady growth of the business of the San Miguel Brewery, due to the ever increasing popularity of its famous brew, it might be stated that while the general consumption of malt beverages in the Philippines has largely decreased during the last few years (due principally, no doubt, to the withdrawal of a large number of American troops), the output of the San Miguel Brewery has increased year by year. In the year 1900 the normal output of the brewery was but twenty-five per cent. of the total local consumption. In 1909, however, eighty-nine per cent. of all malt beverages consumed in the Philippines was the San Miguel's product. These figures show clearly, by contrast, the falling off of the importations of foreign-brewed beers and the in-

MAIN OFFICE

BOTTLING DEPARTMENT

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The San Miguel Brewery

Herr WILLY REICHENBACH, Chief Engineer

Herr GUSTAV KIENE, Head Brewer

Herr HERMAN SCHNEIDER, Assistant Brewer

crease in public favor of the local brew.

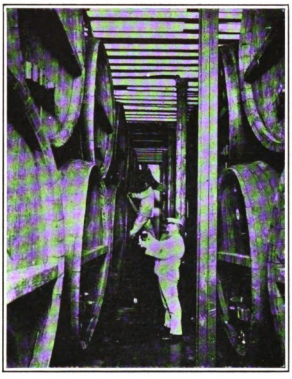
The beer manufactured by the San Miguel Brewery is made almost entirely from materials from the United States and Europe. The hops are imported from Germany and California. The malt used is the best grown in Germany, Austria, and America. Bottles are imported from Germany, as are also kegs and apparatus for the same. The finest bar fixtures, which the brewery uses to establish others in business, are imported from the United States.

While the heads of all the technical departments of this big institution are all Germans, the brewery gives employment to thousands of Filipinos, many of whom have become adept in the art of brewing as it is done in the Fatherland.

It has been said, and it is true, that the Filipino, while not possessed of any particular sense of initiative or originality, has no equal as an imitator. This is particularly true in the arts and handicrafts. No better evidence of the Filipino's ability in this direction can be found than in his aptitude in learning the brewer's art, which he has been taught at the San Miguel Brewery. There are Filipinos in the employ of the brewery who have been learning beer-making ever since the brewery was established twenty years ago. They have reached a state of efficiency which places them among the best of brewers. They work, of course, under the direction of white men who are skilled in their trade, but many of them are capable of taking the ingredients and making as good a beverage as can be produced anywhere in the world.

So wide is the popularity of San Miguel beer that it is in demand in almost inaccessible parts of the Islands. Nine years ago the writer was shipwrecked on a barren island in the south. With a companion he rowed in a six-foot banca across the open sea to the mainland, to a small Filipino village which contained only one man —the *presidente*—who had ever been to Manila. No other white man had ever set foot in the town, yet the first thing offered the visitors was a bottle of San Miguel beer, which the *presidente* explained had been brought over the mountains and kept for the eventful day when the *comandante* of a body of soldiers, or some other white man, should visit the town. The fame of this famous brew had even penetrated to the wilds of Mindoro.

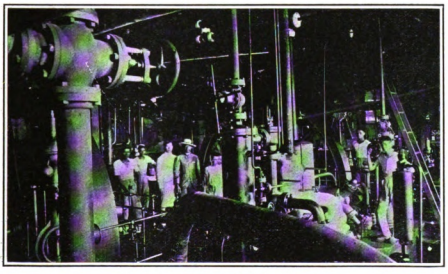
In any city the manufacture and sale of beer is a large undertaking, requiring large capital, yet with correspondingly large profits—if the beer is good. This is particularly true of Manila, where only one brewery exists. Manila is a particularly attractive field for this enterprise, as is attested by the many attempts that have been made to introduce imported beers into Manila in competition with the San Miguel Brewery. First the American brewers shipped their product to Manila, where it had large sales in the early days of American occupation. But most imported beers are artificially preserved in order that they may withstand the long sea voyage, and the absence of any preservatives in the local brew gradually caused a falling off in the sales of the imported article. A determined attempt was also made by a Japanese brewery to deprive the San Miguel Brewery of its market, and this company shipped its product to Manila in large quantities and sold it at the same price at which San Miguel beer is sold. In three months these shipments stopped. The beer was not as good as that made in Manila, despite the cheapness of labor in Japan, which allowed the Japanese a tremendous advantage over the San Miguel Brewery. It was the quality of the beer that counted, and the superiority of the local product caused the San Miguel Brewery to outstrip all its competitors.



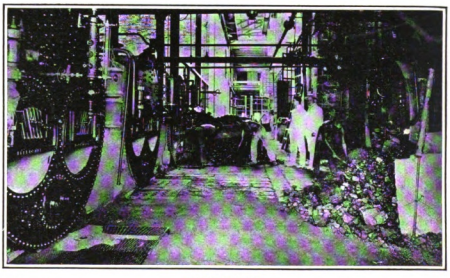
COOL STORE CELLAR NO. 9

This firm has overcome all obstacles with which it has met from its very beginning, and now carries on a large business which it justly deserves as a result of the initial outlay and clean business methods that have always characterized its dealings.

The San Miguel Brewery is one of the largest institutions in the Islands. It has passed through a series of trials and vicissitudes, but, by good management and by putting out an honest product of a good quality, it has overcome all difficulties and today stands as one of the most successful of the larger enterprises of the Philippines.



ENGINE ROOM



BOILER HOUSE

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Gold in the Philippines

By Judge FRANK B. INGERSOLL

THE lure of gold, the lodestone of the prospector, has been responsible for the opening up of not a few countries, rich in diversified products but previously unknown to the world at large. Australia, California, Colorado, Mexico, and Alaska are striking illustrations. The discovery of gold in paying quantities and the consequent flow of capital to the scene of operations have frequently been the opening wedge in the development of natural resources of which gold was by no means the chief asset. This is the case with California and Colorado, two of the heaviest gold-producing sections of the world, but whose agricultural wealth is far greater.

The Philippines cannot be called a new country, and yet the development of their resources has scarcely begun. There are many sound reasoners who, after years of residence here, are firm in the belief that the Islands are to be "born again." Their wonderful natural wealth in timber, hemp, sugar, tobacco, copra, and other agricultural products will in time fill their coffers, but the leader in the march of progress—the span which is to bridge over the gap between the adversity of to-day and the permanent prosperity of the years to come—is gold. There is no other field of investment which commands such prompt and steady support from capital, such keen business zeal and acumen and such strenuous and unceasing industry as the mining of gold, the product which no monopoly can control, no trust manipulate and which has ever a sure market with a fixed price and a ready cash value.

That the occurrence of gold is widespread throughout the Archipelago cannot be doubted. In most of the Islands there is hardly a stream which will not pan "colors." It surely seems with all this plentiful distribution of the yellow metal that there must be not a few properties which modern machinery and up-to-date methods will develop into "big payers." It is a significant fact, that of the engineers who have visited the mining districts of the Islands and have made a careful study of them, not one has given an unfavorable report on the country at large. Among them are several men with established positions in the mining world, notably Carnegie Williams, one of the best known experts of Canada; Robert E. Hanley, of the United States Smelting and Refining Company; and Washington B. Vanderlip, of the mining department of the General Electric Company. The chief criticism has been the lack of sufficient development work to enable an accurate estimate of the market value of a property to be made, but this objection is being gradually overcome by the not inconsiderable amount of work being carried on at various points.

Gold mining is an ancient industry with the natives of the Philippines who are skillful pan miners. It is said that Chinese writings of about the third century report gold as the chief product of Luzon. Before Magellan's arrival it seems certain that commerce was carried on with China and that the Filipinos paid for silks and other manufactured goods with gold, dyewoods and edible birds' nests.

The Igorots, who inhabit Abra, Bontoc, Lepanto, and Benguet, are extraordinarily reticent about their gold mining. Nearly two hundred years ago Morga wrote that the "Ygolotes" would not permit the Spaniards access to the mines. Even Semper, who stood on intimate terms with the Filipinos, was not allowed to visit any gold mines in the Cordillera Central. An Englishman of long residence in Northern Luzon, who had handled much Igorot gold commercially, stated some years ago that no outsiders of any race were permitted to visit the quartz mines or even to prospect for quartz, though such were sometimes allowed to wash gravel in the streams of the Agno and the Abra river basins. This concession was probably a sign that the Igorots considered such gravels pretty well exhausted.

It is certain that those indefatigable explorers and prospectors, the Spaniards, began early to take a hand in the mining industry. After Don Juan Salcedo had conquered the province of Laguna in 1572 he heard there of some enormously rich mines on the Pacific coast of Luzon and set out in their quest. After extreme hardships he arrived at the place called Paracale and convinced himself of the richness of the deposits being worked by the natives.

Judge FRANK B. INGERSOLL.

In the year 1626 Ensign Don Diego de Espina discovered the mother lode of Paracale which he traced for a distance of many miles. Nine years later, on April 16, 1635, King Philip IV issued in Madrid a royal decree with reference to these mines as follows:

"As some enormously rich gold mines, running twenty-seven miles from the North to the South, have been discovered in the Philippine Islands, of which an assay has been made by washing and quicksilver, and as others have been discovered and are now beginning to be worked by different persons: It is our will that the miners of said islands enjoy all the privileges provided for and established by the laws and ordinances. And the governors and captains-general are commanded to exercise special care that the same be observed, and that the mines be worked and exploited in the manner most convenient for our service, the increase of our royal treasury, and the good of our vassals."

It must have been of this same region that Fernando Riquel wrote in 1574 in his "Very true and certain account of what has recently been known concerning the new islands of the West." He says that in Luzon "There are many mines of gold in many parts which have been seen by Spaniards, and all say that the natives work it as they work silver mines in New Spain. And the metal has a continuous vein like the silver ore. Trials have been made, and the mineral presents itself so plentifully, that I do not write about it lest they should suspect me of exaggeration; but it is sufficient to say that I swear as a Christian that there is more gold in this island than there is iron in Biscay."

Tradition indicates that at many points in the Philippine Islands the placers were originally very rich; and this there is no reason to doubt. According to Morga the natives worked them with more energy before the Spanish conquest than after it.

Spaniards coming from Mexico early settled in Camarines Norte and brought with them the Mexican methods of treating the ore which are practiced there. In 1643 the crown levied a royalty of a fifth, which was later reduced to a tenth. In Morga's time (1609) the reduced royalty yielded $10,000 annually, and Gemelli Carreri learned from the Governor at Manila that the product was $200,000, which is a reasonable figure, since such a royalty was sure to be evaded in large measure.

Before the advent of the Spaniards in the Philippines the gold won by natives found its way into China through the medium of Chinese traders who visited these shores in their junks. The mining sections close to the sea coast were also favorite raiding grounds for hordes of Moro pirates, attracted thither by the gold. One of the most interesting stories, and one which seems to have some foundation in fact, is that of Doña Panay, a rich native woman of Mambulao, who sent a petition to the Queen of Spain asking protection against the pirates and accompanied her request with a life-size hen and a setting of eggs, all of virgin gold. On the hill above the portal of the famous old "Ancla de Oro" tunnel in the town of Mambulao are the ruins of an ancient fort which was erected in response to the prayer of Doña Panay. Back in those days, according to accounts more or less reliable, the town of Mambulao, which lies on a sheltered deep-water harbor, was the second city of the Archipelago with something like 60,000 inhabitants. To-day the entire municipality numbers perhaps 2,000 souls.

Although the mines of Camarines Norte were the best known during the Spanish régime there were undoubtedly several other districts which were then and had been for many years previous, producing gold. The evidences of this are found in the ancient workings of the Benguet country where the Igorots have undoubtedly mined for centuries. On the island of Masbate there are old shafts and tunnels made by the Chinese, judging from the characters found chipped in the rocks.

In many parts of the Archipelago there were alluvial workings, among the best known being those of Nueva Ecija and Mindanao. Of the latter the richest mines seem to have been those of Butuan. According to one old Spanish author, when the Jesuit fathers first went there to preach the gospel the first Spanish captain to whose care the natives of that locality were entrusted, after collecting his tribute, told the chief that it was necessary to send a sample of the gold as a present to the captain-general in Manila. The *cacique* acceded to his wishes and forwarded two hollow bamboo canes, each seventeen inches in length and about fifteen inches in circumference. One contained gold dust and the other a kind of gold collar made of rings joined together.

The Jesuit father Francisco Colin, in his work "The Evangelic, Ministerial and Apostolic Labor of the Society of Jesus, etc., taken from the manuscript of Father Pedro Chirino, etc., Madrid, 1663," in speaking of gold in the Philippines, writes as follows:

"In reference to gold I am informed on good authority that on an average $100,000 have been taken out, and as this has taken place since more than eighty years, the total amount is a matter of easy calculation. Before the discovery of the islands by the Spaniards large amounts were exported to Asia. Juan de Barros (a Portuguese historian) says that a large quantity of gold was taken from great Liqnio, which can be no other place than the island of Manila or Luzon. On the other part, a positive proof of this conjecture is the large number of rubies met with in this island of Manila in the gold producing provinces and those adjoining them, because they are not found in rough state but finely and perfectly cut, which is a sign that they came from other parts, and the natives confess that these stones are found in Borneo and India buried in the ground. The probabilities are that these stones were brought to the island of Manila in exchange for gold, as they are only met with in provinces where gold exists. After their arrival the Spaniards continued the exploitation of gold, and to prove the great amounts mined it is sufficient to give the statement contained in a manuscript narrative of a serious person—one of the first settlers—which I have in my possession and which states that the first tribute paid by the two provinces of Ilocos and

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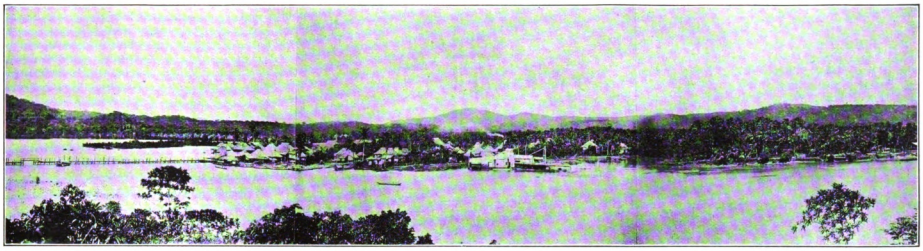
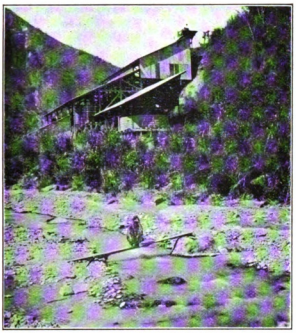
Operations in Golden Sands and Luring Halls

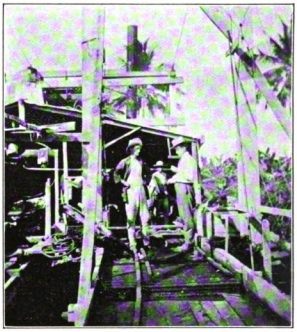


GOLD DREDGING ON THE PARACALE RIVER, SHOWING DREDGE IN FOREGROUND

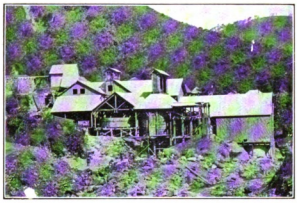


THE BUA MINING COMPANY'S MILLS, BAGUIO, BENGUET

NATIVE MINERS AT WORK UNDERGROUND



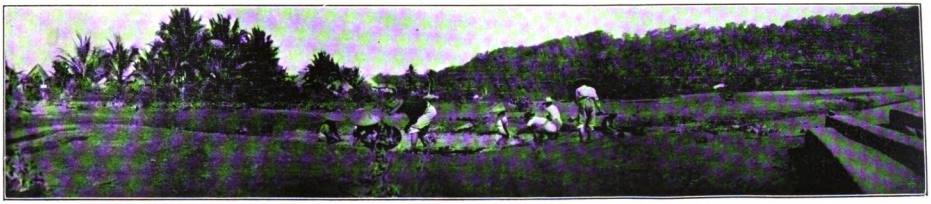
A SATISFACTORY CLEAN-UP ON A GOLD DREDGE



THE BENGUET CONSOLIDATED MILL

AN OLD SPANISH DREDGE

HAND BORING TESTS ON PLACER GROUND



NATIVES PANNING GOLD IN THE PARACALE RIVER

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Pangasinan amounted to 159,500 Pesos and that in 1587, in the *nao* 'Santa Ana' captured by the Englishman Thomas Embleg, this pirate took three thousand taels of gold (each $1.25) belonging to a resident of Manila, *encomendero* of Ilocos. When the corsair touched the coast of Manila he sent a courteous note to the shipper, telling him that next time he made such a remittance to send gold of more karats, because the one captured hardly had 22 karats, which is the ordinary grade in these islands among the Spaniards."

The tools which the natives use—a washing board and a wooden bowl—are of great antiquity and form a prominent feature in the household utensils of all native villages in the auriferous region. Bowlders and fragments of quartz with visible gold occur in many alluvial deposits in the islands and it is not likely that the natives would have thrown them aside without endeavoring to extract the gold. This they probably did, as they do it even now, by pulverizing the quartz by hand and washing it as they wash the auriferous gravel and sand.

For pulverizing the ore the natives use a species of trip hammer, made by attaching a heavy stone, serving as a head, to a sapling. A second stone answers for an anvil. After placing the quartz on the anvil the workman drives down the head, the elasticity of the sapling raising it again for a fresh blow. The crushed quartz is ground in an arrastre, concentrated in a *batea* (wooden dish), and washed clean in a cocoanut shell. In this last operation a soapy vegetable sap (*gogo*), squeezed from a green vine, is added. This juice seems to have the faculty of cleaning the "greasy" gold and prevents the fine particles from floating. The only feature of this process which was introduced by the Spaniards is the Mexican "arrastre," a block of rock moved by carabao power like a mill stone on a nether block. The charge of an "arrastre" is about 250 pounds. Float gold and auriferous pyrites are lost in the process. It is doubtful whether to-day the natives as a rule are aware of the auriferous character of the pyrites which almost always accompany the auriferous quartz, sometimes in not inconsiderable proportions.

Activity in mining among the natives was given a set back by the prohibition imposed by the Spanish government in 1894. Shortly prior to this time European capital began to be attracted to the islands for mining investments. This was, however, almost entirely confined to Camarines Norte where several companies had acquired concessions, the most notable among them being The Philippines Mineral Syndicate, Limited, a British concern which had, however, a considerable number of Philippine stockholders.

Operations were planned on a large scale. Several different properties were opened up and a large amount of expensive machinery imported from England. According to reports there seems to have been an extraordinary combination of poor management and bad luck for a period of several years during which time the Syndicate managed to sink a very large sum of money. Finally, at a time when development work was well along and the machinery was ready to stamp out the golden returns, the Philippine insurrection of 1896 broke out. The English engineers in charge fled for their lives and machinery and mine workings alike fell into disuse and decay.

On Longos point, overlooking the Pacific Ocean, a short distance from the town of Paracale, a Frazer & Chalmers ten-stamp mill had been set up and to-day the forlorn remains of a full-fledged mining plant can be seen—the iron roof and walls of the mill house fallen down, the timbers dropping apart, the boiler and engine scaling to pieces from exposure to the elements. The copper plates of the mill and the iron rods set in the timbers have long ago disappeared, carried off by vandals to reinforce and sheath their boats.

At the well known old Tumbaga mines in the Mambulao district there had been installed a Huntington mill crusher, engine and boiler, and pumping and hoisting apparatus. Although showing the effects of time this plant was so well preserved by the precautions taken by its keepers at the time they were driven away that much of it remains in workable condition and is now being used by the company operating this property.

It was not alone from the lodes of Mambulao and Paracale that the miners of the "European period" of the early nineties were preparing to rob mother earth of her treasures. The general impression now exists that prior to the placing of a Risdon dredge on the Guinobatan river in Masbate by an American corporation gold dredging was unknown in the Philippines. Not so. In 1896 a company of Manila Spaniards constructed a small bucket dredge and put it to work in the golden sands of the Paracale River.

The dredge would to-day be considered a Lilliputian. Its construction was crude and it had not to exceed four or five horse-power. Its capacity could not have been over fifteen or twenty cubic yards a day. It did not even handle its own dirt. This was dumped into bancas and conveyed to a puddling mill which still stands on the East bank of the river, opposite the town of Paracale. Notwithstanding these drawbacks the dredge bid fair to reap a fortune for its owners, but for the fact that its career was nipped in the bud by the insurrection which practically wiped out all mining operations in the Camarines.

For years this dredge stood rotting on an island in the river, a ghastly monument to the untiring search for gold which has lured the Spaniard to every quarter of the globe. During the past year the framework has been pulled down and all the iron parts of any consequence have been carried away.

From the outbreak of the insurrection of 1896 until the establishment of civil government in the Islands in 1901 mining languished. However, during the latter half of this period quite a number of venturesome spirits—mostly ex-soldiers from the American army of occupation—were busily prospecting. In some instances they attempted to stake and record properties under proceedings modeled after those in effect in the United States, but no rights were recognized by the Government until after the passage of the Act of Congress of July 1, 1902, which put a new mining law in effect. From that point the growth of the mining industry while slow has been none the less certain. The great distance from the money centers, the ignorance of the mining investor as to the field here, the uncertain political outlook, all combined to militate against the coming of financial assistance so requisite to proper development. In spite of such obstacles the pioneers in the field continued to plod ahead with dogged persistence and the last two years have developed the fruit of their labors. The feasibility of mining with profit, not only in quartz but by dredging, has been demonstrated. The amount of capital actually being invested has increased manifold from year to year and the amount of inquiry and investigation being carried on by large operators of the United States and Europe gives promise of big things for the future.

Up to this point the size of the plants operating has been such that they could serve as little more than tests of the possibilities of the industry. However they have served to demonstrate that mining can be carried on profitably and that with large plants installed big dividends can be paid. While, with perhaps one or two notable exceptions, the ores are low or middle grade, the existence of some very large bodies has been established, which with other favorable conditions makes an ideal field for mining investments.

The gold output of the Philippines grew from 4,540 ounces in 1907 to 10,510 ounces in 1908. The product for 1909 will be considerably heavier than last year, but the greatest increase is promised for 1910. The output for 1909 has been furnished almost entirely by two small mills in Benguet and one dredge in Paracale. To-day we are just on the eve of a decided increase in the producing capacity. In the Paracale district a second dredge has commenced to take out gold and a third one will follow shortly. In the same district a Huntington mill is ready for work and the largest plant of the Islands, a twenty-stamp mill, will start crushing early in the coming year.

Perhaps the feature which has best served to advertise the possibilities of mining in the Philippines has been the record of the dredge working on the Paracale River. While the amount of dirt handled has not been great for the time employed the average of gold won per cubic yard has excited attention all over the mining world. The reports of the dredge-master for a period of about fifteen months show that the ground averaged 95 cents, United States currency, per yard. The full force of these figures will be appreciated when it is understood that the best ground in California, the greatest dredging field of the world, averages about 16 cents per yard.

During American rule the Benguet district has continuously held first place as a producer of bullion and in 1908 furnished nearly twice as much gold as Paracale, its only real rival. For 1909, while the figures have not yet been made up, the race will be closer but with Benguet still leading. For 1910 the outlook seems to indicate that Paracale will advance to first place by reason of the addition of two dredges and two mills to its list of producing plants. But Benguet will not readily consent to drop to the rear and the fight for supremacy promises to be an interesting one. Then, too, Masbate, the only other district which has had any development of consequence, is looming up as a dark horse in the race, although it will hardly be in the running before 1911. With no machinery now at work it yet boasts of at least two quartz properties of wonderful promise and it is almost certain that one of these will have a twenty-stamp mill installed before the end of the year 1910.

In the Benguet district the lead in production has been taken by the Benguet Consolidated Mining Company with a six-stamp Hendy mill and a cyanide plant. The only other producer of consequence has been the Bua Mining Company with a plant similar to that of the Consolidated. Both companies have kept well ahead with their underground work.

The Headwaters, Kelly, Madison, and other groups of claims are all carrying on active development work and are blocking out large bodies of ore.

In Masbate it seems safe to say that two large properties have been developed to the stage where they can be counted on as "payers" if sufficiently large plants are installed. These are the Colorado and the Syndicate companies. It is understood that the first of these will install a twenty-stamp mill during the coming year. The Keystone Mining Company has also done considerable development on its claims on Aroroy Mountain.

In the Paracale district the greatest accomplishments have been in dredging, and this explains why such large areas, aggregating several thousand acres, have been staked by prospectors. Much of this ground is now being tested with boring apparatus and it is expected that enough of it will prove good to warrant an increase by several in the present fleet of dredges. Indeed it can safely be stated that at least three more will be well along toward completion before the end of next year.

In quartz mining at the Tumbaga property a small plant, consisting of a Blake crusher, Huntington mill and accessories, has already made a test run and turned out some bullion. However, the interest is centered in the large plant which the San Mauricio Gold Mining Company is setting up at Mambulao. It is a "twenty-stamper" and easily the largest crushing plant in the Philippine Islands. Other quartz properties in the district are in more or less advanced stages of development and the next two years should see considerable machinery installed.

By reason of the brilliant success of dredging at Paracale, the comparatively small amount of preparation for putting a placer property on the market and the general search being made all over the world for dredging ground, there has been a rush to locate alluvial tracts in several districts. Among the new districts which give most promise in this line are Nueva Ecija and Mindanao in both of which a large number of claims have been staked.

It is greatly to the credit of the mining fraternity of the Philippines that remarkably good order prevails in all the districts. Most of the men are employed with the operating companies and the rest are genuine prospectors who mean to "win out" on their merits.

In keeping with the personnel of the men in the field has been the conduct of those who have "promoted" the industry. As difficult as it has been to interest capital there has been a conspicuous absence of "wild-catting," and practically in every case of a property presented to the investing public it can safely be said that the promoters in good faith believed their property to be well worth working.

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·THE·STORE·OF·
·QVALITY·

H. E. Heacock Co.

EVERY visitor to Manila makes a point of calling at the great jewelry store of the H. E. HEACOCK CO., 121 Escolta, to see there the most wonderful display of modern gold and silverware in the East. Messrs. Heacock and Freer, as the firm was first named, were the pioneer American Jewelers, and from the time that they established themselves in Manila, ten years ago, they have held to the very laudable ambition of maintaining a high class jewelry business. Originally established as Wholesale Jewelers, the firm was reorganized in 1905, under the name of THE H. E. HEACOCK CO., for the conduct of a wholesale and retail business. Until 1908 they remained located in the McCullough Building, Plaza Goiti, wherein they had from the first established themselves. The rapid growth of their business, however, determined their moving to a more modern and commodious building, some place where greater show-room and work-room space was available. In February 1908 they moved to 21-23 Calle Echague, and have again been compelled, by increase of business, to transfer to still larger premises at 121 Escolta. It is no exaggeration to say that they have now the finest and largest jewelry store in the Far East.

The same high standard of excellency that gave distinctive character to the original firm in their wholesale transactions has been adhered to in their new retail and wholesale business, and their place at 121 Escolta is known to-day as "THE STORE OF QUALITY." With the opening of the retail branch the number of their employees has rapidly increased from six to forty, and each of the half-dozen departments are in charge of capable Americans, all being men experienced in their own special line. Visitors to the show-rooms will see the most beautiful display of jewelry, goldwork, and silverware, and all who seek to spend money for beauty, workmanship, and worth, will find here a display seldom equalled outside New York.

To purchasers away from the city, the H. E. HEACOCK Co. devote special care, the mail order department being strictly conducted on the principle of studying customers' interests.

Mr. H. E. Heacock, the founder of the firm, is now permanently located in America, where he watches the interests of the firm and superintends all the buying. Special orders are executed with taste and dispatch, but should the customer away from town desire any little article from the Manila store, he or she may be sure of receiving the same care and attention as is given to the largest orders.

Medals, class pins, and badges, in gold, silver, bronze, or enamel, are in the care of a special department, and particular or peculiar designs are gladly furnished. All the medals for the Department and Division Military Meets, as well as the Carnival Olympiad Games, were made in the workshops of the firm. *Engraving* is the speciality of another department. Herein also the same high standard is maintained, and patrons may feel assured that their most beautiful purchases will be enhanced by the addition of a letter, monogram, or inscription, engraved thereon. While artistic engraving adds to the appearance of jewelry or silverware, bad engraving will ruin the finest article. The established reputation of this firm, however, is a guarantee that any work submitted to them will be handled by only the most expert and careful of engravers, and the work done most satisfactorily. All ordinary engraving is done free of charge for the patrons of the firm.

The workshops of the H. E. HEACOCK CO. are equipped with every facility for modern manufacturing, and the firm are always willing to submit designs and quote prices for the making of any special article, from the simplest ring to the most elaborate articles of jewelry. Moreover, many people have treasured articles of jewelry, table-ware, and silver-ware, that need repair. The complete manufacturing equipment of the Heacock Co. workshops at 121 Escolta enable any such repairs to be made, and the firm are, therefore, in a position to do work that cannot be done elsewhere so well. Three expert American watchmakers are employed, equipped with the most modern tools, appliances, and materials, and all watches and clocks repaired by them are guaranteed for one year, the charges, despite the fact that the most expert workmen obtainable are employed, are most reasonable. Watches sent by mail or messenger are examined, estimates are made of the cost of repair, and if instructions to proceed are given, the repairs are attended to and the article promptly returned: all return mailing charges being prepaid, and a safe delivery guaranteed.

There is one other branch worthy of special mention, and that is the Wholesale and Post Exchange Department. THE H. E. HEACOCK CO. solicit correspondence with storekeepers throughout the provinces, and illustrated price-lists of stock articles are furnished to Dealers and Post Exchange Officers. A very attractive line, which readily sells to soldiers and other employees of the Army, is supplied and Post Exchange Officers should write to the firm regarding same. Ten years' experience has taught the firm the wants of Natives and Europeans, and apart from the fact that storekeepers will find the prices the lowest in the Islands, they may feel secure in that every consideration will be shown them, and their particular requirements satisfied. They can buy by mail as safely as if they visited the store in person. They will also be interested to know that the firm are specially appointed agents for:

Keystone Elgin Watches; The Gorham Co., Silverware, Leather Goods and Novelties; International Silver Co.; Sinclaire's Cut Glass; Krementz Gold Jewelry and Collar Buttons; Rogers 1847 Silverware; Alvin Silver Deposit-ware; New Haven Clocks; New England Watches; Meriden Cut Glass: Blackington's Silverware.

Throughout all the great variety of goods they sell, there runs that one unvarying standard of quality which is a source of pride to the firm, and satisfaction to their customers.

E·W·BOLDT·

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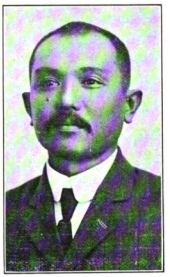
The City and Province of Iloilo

By A. J. ST. CLAIR

ILOILO is the Western gateway to the Visayan Islands. It has direct communication with Australia, Singapore, Manila, and the southern islands, besides being the shipping point for Occidental Negros and the entire Island of Panay.

Panay lies in the Visayan Sea, between the latitudes of 10° 25′ and 11° 57′. Its surface is roughly divided north and south, by a broken range of mountains, whose elevation reaches its highest point of 7,521 feet in mount Madia-as. As it falls away to the coast, this mountainous region changes rapidly into low lying foot-hills, and these, in turn, fade into the remarkably level coastal plain. This plain is, in large measure, an undeveloped mine of agricultural wealth. Traversed by numerous rivers and small streams, it affords a striking spectacle of wasted opportunities for agricultural development.

Politically, Panay is composed of the three provinces of Iloilo, Antique, and Capiz, the most important, and in many ways, the most highly favored of these being the Province of Iloilo. Here is the city of Iloilo with its excellent harbor, so well protected by the Island of Guimaras, that this immediate vicinity is free from the destructive typhoons that sometimes devastate other localities.

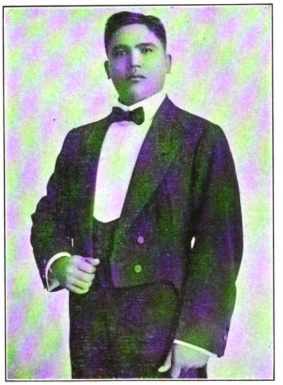


Sr. JOSE LOPEZ VITO
THIRD MEMBER OF THE PROVINCIAL BOARD OF ILOILO AND MEMBER OF THE PHILIPPINE ASSEMBLY

The population of the districts, tributary to the city of Iloilo, is 1,083,272. This includes the Island of Panay and the province of Occidental Negros. The christian population of Visayans, comprising all but 19,612 of the inhabitants, is a mild tempered, easily controlled race of people, who work cheaply and fairly well, under the right conditions. They do not like personal responsibility, and do best under a sort of paternal system, by which all responsibility for their material welfare is borne by the *amo* or employer. The *tao* is not overburdened with ambition, nor does he possess any initiative. Therefore he does not become a proprietary farmer and prefers to till the soil for someone else who stands as a buffer between him and the vicissitudes of fortune. These traits of the average Filipino make it necessary to look to outside initiative for the development of the abundant resources of the Islands.

Prior to the insurrection of 1896, the Island of Panay was one of the richest in the archipelago. Its fertile fields were tilled; its herds were numbered by the tens of thousands; its rice, sugar, and tobacco, its fish and fruits and the product of its looms, were an unending source of riches to the small but powerful class of land owners, who controlled the sources of wealth. Under the paternal system the people were prosperous, and, on the whole, happy. Then followed war, disease, and pestilence. The work animals were swept away by thousands, 50, 80, and 95 per cent of an owner's herds succumbing to the dreaded rinderpest. The pursuits of agriculture were suspended; the sugar mills were destroyed; the people fell into want, and the large land owners, always improvident in the days of plenty, found themselves ruined. Land values fell and men, who were once reckoned among the wealthy, became land poor. The Island of Panay was left prostrate by the ravages of war and disease. After ten years of slow readjustment, the elements of a painful progress are just beginning to crystallize into conditions of permanent improvement.

Evidences of this advance may be seen in the works of public improvements being fostered



The HON. RUPERTO MONTINOLA
Governor of the Province of Iloilo.

Mr. FRED L. WILSON
Treasurer of the Province of Iloilo.

both by the Insular and the Provincial Governments. The most notable example of the efforts of the Insular Government is in the prosecution of the Port Works, upon which the sum of ₱1,-500,000 is being spent. This work includes the dredging of the river for a distance of nearly two miles, to a depth of 24 feet in the lower third, or entrance, 18 feet in the middle third, and 16 feet in the upper third, extending to the Provincial Government building.

A retaining wall in two sections, with a total length of 3,900 feet, is being built of concrete work, and the space behind it filled in, thus widening the present muelle to 80 feet. This not only allows the handling of deep sea vessels, but will materially reduce the cost of handling cargo. Similar improvements at the port of Cebu, reduced the cost of loading and discharging cargo, from 50 centavos to ₱2.08 per ton, depending on the class of goods handled. Mr. Kirby S. Hec, the engineer in charge of this project, is rapidly pushing the work to completion.

Another Insular project that cannot fail to have far-reaching results is the contemplated irrigation system, the survey for which has been completed, and upon which work is shortly to begin. The system will irrigate 10,000 hectares of land, at a rental cost to the owner of ₱1.60 per year per hectare, for ten years, after which period the rents will be reduced to meet the bare cost of maintenance.

The Province of Iloilo has been fortunate in having a provincial board, for the two years past, whose desire for public improvement has made its members a unit in the administration of public business. The Provincial Treasurer, Mr. F. L. Wilson, the Provincial Governor, Señor Ruperto Montinola, and Señor José Lopez Vito, as the governing body of the Province have labored with marked success for material improvement. Under the direction of these gentlemen is growing a system of roads and bridges, which is designed to bring into communication with either rail or water transportation every important part of the province. During the fiscal year, ending June 30, 1909, there has been expended in the Province of Iloilo, alone, the sum of ₱630,000 resulting in about 60 kilometers of excellent roads and a large number of concrete bridges. The construction of these bridges has been carried on with a view to permanence, reinforced concrete characterizing all this class of work. The result is a source of pride to the entire province. The Forbes Bridge, across the estuary between Iloilo and Jaro, is the best example of concrete bridge construction in the Philippine Islands. Erected at a cost of over ₱100,000 its five graceful arches span the rushing tide for a distance of 400 feet, creating the finest architectural effect in the city.

Sr. CIRILO MAPA
THIRD MEMBER ELECT OF THE PROVINCIAL BOARD OF ILOILO

Another strong evidence of progress, are the schools. Scattered throughout the province are 189 school houses, within whose walls 15,000 children are receiving instruction. The course covers work from the primary grades to four years in the high school, and is supplemented by instruction in the arts and trades, that is accomplishing marked results in practical training.

A great boon to the Island of Panay is the Philippine Railway. It extends from the port of Iloilo to the town of Capiz in the extreme north of the island, a distance of 72 miles, and traverses a country rich in the possibilities of development.

The city of Iloilo has the enormous advantage of possessing the only harbor accessible to Capiz, Antique and the rich Island of Negros. Consequently it is the shipping point for the entire region. Citizens of Iloilo, having faith in its future, are rapidly building here a modern city. It is already a city of schools, churches and hospitals. Its electric, ice and cold storage plants, and mercantile houses, are prosperous institutions. Its commercial and trade relations are wide and far reaching. Its clubs and homes are places for the gathering of all the best elements of social life.

Agriculture is the chief source of wealth of all this region. Stock raising may become extremely profitable, now that rinderpest is practically under control. An idea of the enormous returns from this branch of farming may be realized when one considers that a first class carabao sells for ₱250 and that pasturage is cheap and abundant.

Sugar is a staple product. For the investment of a sufficiently large capital, it offers the best returns of any enterprise open to the man

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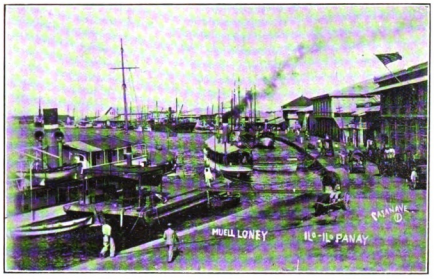
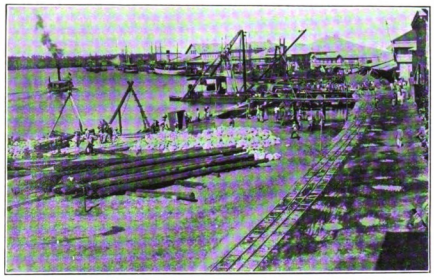
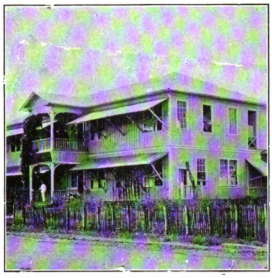
In and Around the Interesting Old City of Iloilo



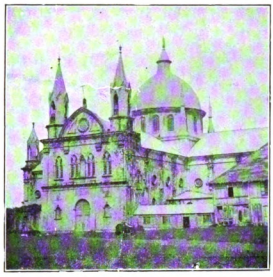
MUELLE, ILOILO, BEFORE PORT WORKS IMPROVEMENT



IMPROVEMENT OF MUELLE BY PORT WORKS

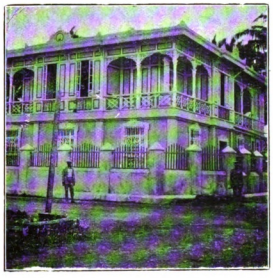


MISSION HOSPITAL, ILOILO



BEAUTIFUL OLD CHURCH AT OTON, ILOILO PROVINCE

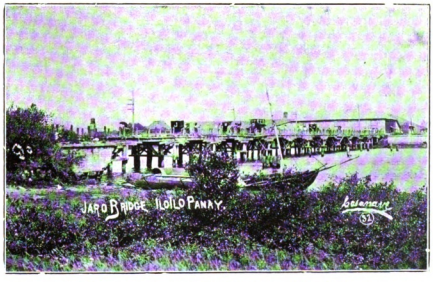
ANOTHER VIEW OF MISSION HOSPITAL



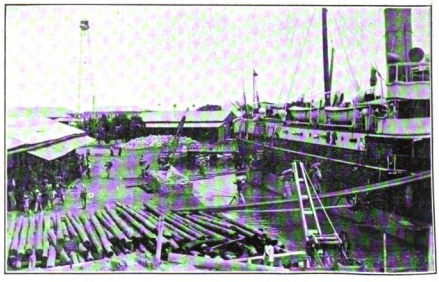
A FILIPINO RESIDENCE, ILOILO

CATHOLIC CHURCH AT MOLO, A SUBURB OF ILOILO

ILOILO HIGH SCHOOL



OLD JARO BRIDGE SITE OF THE NEW FORBES BRIDGE



LOADING SUGAR FOR CHINA AT ILOILO

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of means. The sugar lands in Iloilo and Negros are not surpassed by those of any other region, Hawaii included. From the lack of capital and improved methods of farming, the cultivation of sugar has fallen to insignificant proportions, compared to what it once was and to what it may become. The crudest methods are yet in vogue with the Filipino farmer. Modern machinery, even of the simplest types, is almost unknown and fertilizers are never used. Like the plantations of the South after the civil war, vast areas of the finest land are lying waste, awaiting the enterprise and capital, necessary to develop them.

In the districts of Iloilo, Capiz, Antique and Negros, there was produced during the past years 121,142 tons of sugar, which sold for an average price of ₱75.37 per ton for Basis Assorted. The price has since been very favorably influenced by the recent tariff legislation. The production above mentioned represents the cultivation of approximately 30,000 to 50,000 hectares of ground, and conservative estimates place the area of ground under cultivation at 25% of that available. That is to say, that there are great areas of good sugar land that can be secured cheaply, tributary to Iloilo. The railroad through the Island of Panay has already made some of these lands accessible and the new line through Negros will reach much more. This is one of the most promising fields for the investment of capital and deserves careful investigation.

The method of cultivating rice in small and segregated patches or paddies renders it difficult to estimate the present area planted to that cereal, but it is only a small per cent of the excellent rice land available, notwithstanding the fact that the local demand far exceeds the supply. During the fiscal year ending June 30th, 1909, the Province of Iloilo, alone, imported 21,534,702 kilos of rice, valued at ₱1,053,696, while the value of the total importation into the Philippine Islands reached the round sum of ₱10,000,000.

Irrigation will be a great aid to the development of this industry, inasmuch as two and even three crops may be harvested annually, whereas the people now raise but one, and that, only when the rains are propitious. With his present crude methods, the native farmer will produce from one hectare of old ground 25 cavanes of rice, while a hectare of new ground will yield him as high as 100 cavanes. Considering this, for a moment, on the basis of the old ground that has produced a crop of rice every year for a generation, we find that 25 bushels to the acre is the usual crop now produced, and remembering that irrigation is not practiced, that fertilizers are unknown, that the soil is still plowed with a wooden plow and harrowed with a wooden harrow, that the grain is harvested by hand and threshed by foot, one can readily see what possibilities there are in rice culture.

Tobacco is another valuable product of the Island of Panay. The rolling country, immediately adjacent to the coastal plain, is peculiarly well adapted to the cultivation of this plant. The tobacco of Iloilo is not so fine in quality as that of the Cagayan Valley, but it is an excellent leaf and commands a ready market at good prices. Improvement in curing and in methods of handling is being stimulated by an annual competition for prizes, inaugurated by the Bureau of Agriculture, and it is expected that the quality, through selection and proper care, will become equal to any produced in the islands. There is money to be made in the cultivation of tobacco, and an abundance of cheap and easily accessible land.

The average annual production of tobacco in Panay is only an estimate, owing to the fact that local consumption furnishes no statistics, but the Compañía General de Tabacos estimate that 15% of the crop passed through their hands during the years 1901-9. During this period the Company purchased 3,127,678 kilos at an average price of 28 6-10 centavos per kilo. The average annual production, based on the estimate of the above company, that they handled 15% of the crop, was, therefore, 2,516,793 kilos, representing an acreage of about 10,000 acres.

Cacao, coffee, hemp, fruits, and copra are produced in varying quantities and form no inconsiderable source of wealth. These products, like those previously mentioned, are susceptible to wonderful improvement, both in quality and quantity, through modern methods of cultivation.

It has been said that the poverty stricken condition of this country can be attributed to the lack of enterprise and foresight as much as to the rinderpest and locusts. Whether this is true or not, the fact remains that he who wishes to engage in any enterprise need be troubled by no fear of native competition. The opportunities are great in sugar, rice, and tobacco, either for the man with large capital or the man with only a few thousands to invest. Indeed, agricultural pursuits offer golden opportunities to the man without capital, who is energetic and persistent.

The city of Iloilo, also, presents some splendid chances for investment. We need a modern bank, run on American principles. We need an electric, inter-urban railway through Iloilo, Jaro, Mandurïao, and Molo. Such a line will pay from the day it opens. American commercial houses are also needed, and will find practically an open field. These opportunities merit investigation. The islands are beginning to prosper, after more than a decade of stagnation. Trade is increasing; railroads are opening up new districts; land titles are becoming secure; peace is as well established, as in any country in the world, and protection of the law is an established fact. Capital seeking investment, or men of energy and courage who are looking for virgin fields, should visit the city of Iloilo and study the opportunities and resources of this region.

Mr. EDMOND BLOCK
Attorney-at-Law, Iloilo

Mr. Block is a member of the law firm of Rothrock & Block, of Iloilo, and is assistant general attorney to the Philippine Railway Company which is now completing its construction work between the city of Iloilo and Capiz, on the island of Panay, and through the entire length of the Island of Cebu.

Before entering the service of the Philippine Railway Company and engaging in the practice of his profession in the southern metropolis of Iloilo, Mr. Block was for some years a valued member of the staff of the attorney general of the Philippine Government, where his work attracted the attention of the general attorneys of the company which is gridironing the islands of the Visayan group with modern railways, who induced him to join their legal staff.

His partner, P. Q. Rothrock, is the pioneer American attorney of Iloilo, and is heavily interested in the sugar lands on the island of Negros, across the channel from Iloilo.

Mr. W. H. LAMBERT
Contractor and Builder, Iloilo

Iloilo is justly proud of its magnificent new Forbes Bridge, and of its splendid new reinforced concrete high school building, both of which structures were built by W. H. Lambert, of W. H Lambert & Company, the leading contractor and builder in the Visayan group.

Mr. Lambert came to the islands from Hawaii, where he was prominently identified with the building interests of Honolulu, and his advent in Iloilo and Panay where he has carried out a number of splendid engineering and building contracts both for the government and for private parties was looked upon by the people there as a decided acquisition.

Mr. Lambert's firm among other contracts now in hand has just begun the construction of the modern new building of the Visayan Drug Company in Iloilo.

Mr. JOHN BOARDMAN
Harvard Man and Prominent Iloilo Attorney

Before coming to the Philippines eleven years ago as captain and adjutant of the 26th Infantry, United States Volunteers, Mr. Boardman practiced law in the city of Boston. He is a graduate of both Harvard College and Harvard Law School, and is thoroughly acquainted with business and legal conditions of the central and southern islands of the Philippines, probably more so than any other American. Aside from having had much experience in a business way in the field which Mr. Boardman has made his new home, he represents in a legal capacity many of the British, German and Chinese banking, importing and exporting houses of Iloilo, and has had much to do with incorporation business.

Mr. Boardman has also had much experience with the lumber and mercantile propositions in the southern islands, especially in the island of Mindanao.

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The Visayan Drug Company of Iloilo

Among the Determined Pioneers Who Have Helped to Make Life Comfortable in the Philippines

TEN years have passed since the American troops landed at Iloilo, through a breach made in the walls of the old Spanish Fort by the guns of the fleet anchored in the roadstead, and drove out the "Insurrectos" who had occupied the place and were looting it. As the latter retired before the American advance they set fire to the town at several different points and, with the exception of a few establishments and warehouses along the river front, destroyed the whole commercial portion of Iloilo. This fire, added to the previous looting and the destruction resulting from the bombardment by the gunboats, brought about the complete ruin of many merchants and citizens, for then losses were not covered by the insurance policies held, "devastation by war" being a risk excluded by the Insurance Companies.

MR. DAVID A. EBERLY

Among the flourishing establishments thus reduced to ruin, none was more highly esteemed than the "Botica Antigua" (Drugstore), owned by Mr. Oscar Bogacki, a German chemist of great local popularity. So complete were his losses, that, within a few hours, he found himself reduced from a position of comfort to one of actual penury. His total assets, including his books with records of unpaid accounts and claims of all kinds, being entirely destroyed.

Undaunted, Mr. Bogacki courageously faced the situation, and aided by a few friends reopened his establishment on a very small scale, with a resulting profit to himself and satisfaction to the public. Three years later (April 1902), with the worthy object of enlarging his business to meet the wants of an ever increasing clientele, he entered into partnership with Mr. David A. Eberly, a graduate of the Philadelphia College of Pharmacy, who had then recently completed his term of hospital service with the United States Army.

Neither Mr. Bogacki nor Mr. Eberly was overburdened with capital, but they were both enterprising and energetic men, and though their start was necessarily small, they had the goodwill of an increasing circle of friends, and believed in themselves and the future. The new firm opened a store, at 16 Calle Real, under the old and well known name of "Botica Antigua de Iloilo." They prospered from the beginning, the public showing their appreciation of the clean and business-like methods introduced.

After four years of harmonious business relations, Mr. Bogacki, finding himself free from the debts that the misfortunes of war had brought upon him and having in a measure recuperated his broken fortune, determined to retire from the business to a hacienda he had purchased, being influenced in so-doing by the condition of his health and by his age—well over the half-century mark.

On assuming complete control of the business in April 1907, Mr. Eberly concluded that the time was ripe for making a decisive advance, but this important step he could not undertake alone, the purchase of his former partner's share having taken all his available capital. Believing that an opportunity lost is lost for ever, he decided to incorporate his business and sell sufficient stock to cover the cost of improvements and to increase his store of merchandise. The stock offered was soon taken up, and the business was incorporated as the "Visayan Drug Company" with a capital of ₱100,000, and with Dr. S. K. Carson as president, and D. A. Eberly as secretary-treasurer and manager.

The business rapidly expanded, the store area being doubled, increasing to one thousand square meters, new furniture was installed, a soda, fountain and ice cream department opened, and cigars, books, stationery, magazines, photo supplies, etc., were added to their stock, later on an aerated water factory being also made adjutant to the new establishment.

These large additions to the business called for an increase of employees. In November 1907, Mr. H. F. Schuldt, also of Philadelphia and graduate of the same college as Mr. Eberly, was taken into the concern, to their mutual advantage. Later on Mr. Herman Grupe, a German, and Mr. Rosauro Gramonte, a Filipino Pharmacist, joined the company, and to-day not less than seventeen men are required to handle the increasing business of the firm.

Several months after the incorporation, the management decided to purchase the property occupied by the company; this was satisfactorily accomplished through the efforts of Dr. Carson and Mr. Eberly, the sum of ₱20,000 being paid for the property. Some little time after, an adjoining warehouse was also bought for ₱6,000.

By the time this article goes to press, the Visayan Drug Company expects to begin the construction of a handsome reinforced concrete building on their present site, and plans for this new undertaking are now being made. The structure will be of the most perfect fire-proof construction, the drug store, laboratories, and warehouses being completely isolated one from the other, and all from the rest of the building, this being done by concrete floors and partitions and iron doors. By this anti-fire plan of construction, a sufficient saving, within a few years, will be made on insurance to warrant the increased expenditure.

The stockholders are fully satisfied with the management of the business, dividends are being regularly paid, and afford an ample profit on the investment, the shares being held at a premium. An adequate reserve is held over to cover losses and deterioration, and the business promises to develop into one of the largest concerns of its kind in the Islands.

A CORNER OF THE VISAYAN DRUG STORE, ILOILO.

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Compania General de Tabacos de Filipinas

MAIN ENTRANCE TO THE TABACALERA BUILDINGS

BIRD'SEYE VIEW OF THE TABACALERA BUILDINGS

WITH the exception of hemp and sugar, there is no larger export from the Philippine Islands than tobacco. So large a portion of the population is devoted exclusively to the three industries, that the wealth or poverty of the same, at any given time, is a barometer to the prosperity or distress of the land.

For many years tobacco growing was a government monopoly out of which Spain derived enormous revenues. The fault of the monopoly was not so much in the system (which was excellent and led to the production of a world-famous grade of leaf) but in the details of oppression under which it operated, harsh and unscrupulous officials making the law a means for their own enrichment. When the government decided to end its monopoly, they allowed the "Compañía General de Tabacos de Filipinas" to take over all their distinctive marks. This great company, better known as "The Tabacalera," was organized thirty years ago by the famous Marques de Comillas, who also created the Spanish Royal Mail and other great enterprises. Readers of this journal will have noticed so many references to industries successfully launched under American auspices, none of them over ten years of age, that it comes as a point of great interest to read of this, the oldest and the greatest industry in the Philippine Islands.

When they took over the great tobacco industry that had so long been supported by taxation and governmental authority, and had to depend upon their own capital for the work to be done, they were fortunate in having officials at the head of the concern who were men of great business acumen and of high personal character. They at once inaugurated a fleet of steamers to convey the leaf from the plantations to the central factory in Manila, established a fair system of payments to the native growers, thereby winning their confidence, and never failed to meet their obligations. Expert workmen were imported from Cuba, and the labourers in the factory were trained to produce a better class of cigar. Even to-day all their managers first serve a term in Cuba before coming out to the Manila factory. Everything possible was done to improve the cultivation of the leaf, careful selection of the new shoots was made for each subsequent year's planting, new species were imported, and in the factory the curing of the leaf received the closest attention of experts. Fifteen millions of gold was brought into the country, and all of it spent in the purchase of tobacco lands, improvements on plantations, the erection of an adequate factory, and in the production, manufacture, and sale of a tobacco now famous throughout the world.

IN THE COMPANY'S GREAT RECEIVING ROOMS

DEFT-FINGERED FILIPINA WOMEN MAKING HIGH GRADE CIGARS IN THE TABACALERA FACTORY

SCENE IN A CUBAN CIGAR FACTORY WHERE TABACALERA CIGAR MAKERS ARE TRAINED

At this time when so many criticisms have been made by the American growers upon the Philippine cigars, especially in questioning the cleanliness of their manufacture, it is sufficient for anyone to visit the Tabacalera Factory in Manila. It has been stated more than once that the Philippine Factories are cleaner than those of the United States, and to give an instance, Mr. B. B. Rich, President of the Union Cigar Stores Company, who own six hundred stores and are the biggest retail house in the world, recently stated in the Manila papers that he found the Manila factories cleaner than those in the States, that the workmanship was good, and that without question the aim of the factories was to put out good cigars. The Tabacalera have three medical men in constant attendance at the factory, the work-people are subjected to regular examination, and it is an impossibility for an unhealthy or unclean person to enter the buildings. Strictest inspection is carried on while the cigars are being manufactured, and the company invites visitors.

Three large estates are owned by them in the Cagayan Valley where all the best tobacco is produced, and their experts visit Java, Sumatra, and Cuba, carefully watching the growth of tobacco the world over. Large tracts are leased out to individual producers and tobacco is bought from the pick of the plantations. Their ships regularly ply the islands, and in addition to the enormous tobacco business done by them, they conduct a great business in hemp and sugar. Their vast interests in these three great products, upon which depend the livelihood of the greater part of the population, places them at the very head of all Philippine business concerns, but apart from everything else they are primarily the greatest of tobacco companies, placing annually on the market 60,000,000 cigars and 500,000,000 cigarettes. By years of patient experiment they have succeeded in producing a quality of tobacco that is without its equal in the world, and they control an industry of so great an extent that they rank the highest among all other similar concerns.

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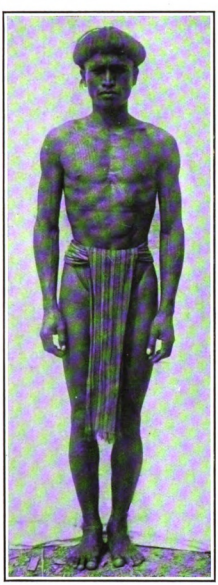
AN IFUGAO WOMAN

Secretary of the Interior DEAN C. WORCESTER, in the rugged country of the Ifugao.

BONTOC IGOROT

The Guardian of a Million Wild People

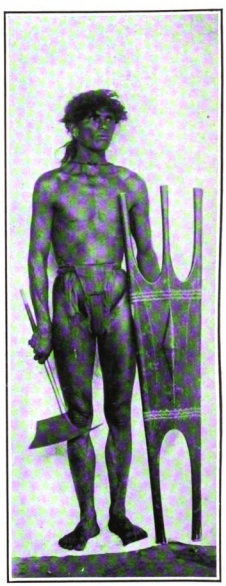


A BONTOC IGOROT

AT the beginning of American sovereignty in the Philippine Islands, it was the general impression in the United States and elsewhere that the Islands, or a major portion of them, were inhabited by savages. Later this erroneous impression was somewhat modified by more accurate knowledge gained through newspapers and other sources of information, and by the visits of the famous Constabulary band and other parties and individual Filipinos to the United States. But all this, as a reactionary measure, carried with it the extreme view that these representatives of the Filipino people were a fair sample of the inhabitants of the Philippine Islands. The truth is that approximately one-eighth of the entire population of the Philippines is made up of wild people—those denizens of the forests and of the hills over whom enlightenment had never cast its mantle until long after the last gun of Dewey's fleet had sounded the American victory in Manila Bay.

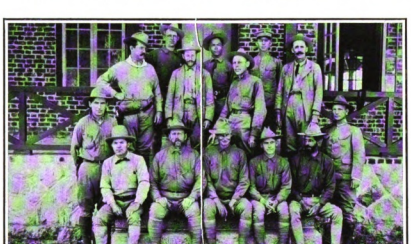
For centuries past—how many, nobody knows—these million wild people had lived within the narrow confines of their own villages, steeped in the densest ignorance and fighting with their neighbors and among themselves. Their only law was the law of their chiefs or headmen and the precepts that had been handed down to them in their tribal traditions. It is small wonder that all sorts of crimes were committed by them, and that human head-hunting was indulged in as a pastime. It was left for the United States, in the capacity of an interested guardian, to devise the means for accomplishing the seemingly impossible feat of first governing and then civilizing them. The execution of this task fell to the lot of Commissioner Dean C. Worcester, Secretary of the Interior of the Government of the Philippine Islands, and the story of the progress of the work would furnish a fascinating tale of adventure, travel and perilous situations to which justice could not be done in the space that has been allotted to this article. For ten years, unostentatiously, quietly, and persistently, and in the face of almost insurmountable difficulties and natural obstacles, Mr. Worcester has gone about the execution of his part of the government's great plan for the creation of a strong and united Filipino people, with that untiring zeal, infinite patience and unswerving loyalty to a purpose which are the usual characteristics of men who really accomplish things. For the achievements, placed to the credit of his department, among the tribes of northern Luzon, acknowledgment is also due to Governor Pack and the seven governors of the sub-provinces of the Mountain Province who have worked indefatigably in carrying out the plans outlined by Mr. Worcester for the betterment of the condition of the strange wild people of that almost inaccessible region.

Mr. Worcester is a scientist by inclination and education, and has always been intensely interested in the study of ethnology. He knew the Philippine Islands and some of the wild tribes long before America took from Spain her last Eastern outpost. As a student of zoölogy in the University of Michigan, he was one of a party of students who made



BAKIDAN, A FAMOUS KALINGA CHIEFTAIN

AN ILONGOT WOMAN



Sec. WORCESTER, Gov. PACK and the Sub-Governors of the Mountain Province.

From left to right beginning at top:—Gov. GALLMAN; Constabulary Soldier; Lieut. MONTGOMERY; Dr. MOSS; Supervisor KANE; Treasurer OLSON; Gov. MILLER; Gov. EARLY; Gov. HALE; Sec. WORCESTER; Gov. PACK; Gov. ECKMAN; Gov. EVANS and Constabulary Inspector HUNT.

BONTOC IGOROT WOMAN

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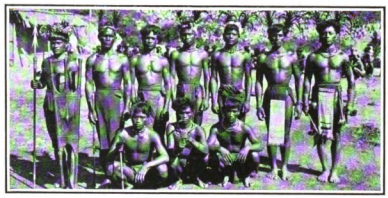
Untutored Wards of Indulgent Uncle Sam

Photos by Chas. Martin



IFUGAO WARRIORS. MAGNIFICENT PHYSICAL SPECIMENS

THE PHONOGRAPH AS AN INSTRUMENT OF CIVILIZATION. USEFUL PIECE OF IMPEDIMENTA ON A LONG HIKE IN THE WILD MAN'S COUNTRY

SEC. WORCESTER AND GOV. PACK WATCHING THE SPORTS SUBSTITUTED FOR HEAD-HUNTING

IFUGAOS WATCHING DANCES AND MODERN SPORTS

AN IFUGAO DANCE

A TUG-OF-WAR, SOMETHING NEW AND VERY AMUSING

A MANGYAN FAMILY OF MINDORO

THE UNCIVILIZABLE NEGRITO AND AN UNUSUALLY GOOD NEGRITO HOUSE

SECRETARY WORCESTER, GOVERNOR BLAS VILLAMOR AND SOME KALINGA WARRIORS

IGOROT SCHOOL GIRLS WHO ARE ACCEPTING EDUCATION WITH GRATIFYING RAPIDITY

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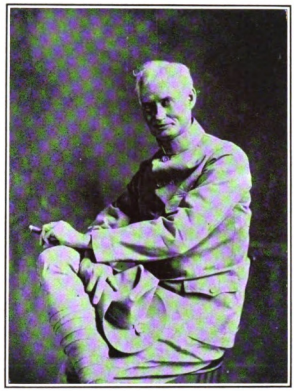
A BONTOC-IGOROT VILLAGE IN THE MOUNTAIN PROVINCE

a trip to the Philippine Islands in 1887 to gather natural history specimens and to make other scientific observations. Upon his arrival here he became much interested in the wild tribes, and then saw for the first time the Tagbanuan of Palawan, the Moros of Mindanao, and the Mangyans of Mindoro. In 1890 he accepted a commission to assist in collecting specimens in the Philippines for the natural museum at Minneapolis, upon which expedition he accompanied Dr. Frank S. Bourns as his assistant. Altogether Mr. Worcester spent four years in the Philippine Islands during his first two trips, and during the latter one he again saw the Moros, and saw for the first time the Negritos and the Bukidnon, on the island of Negros. He again came to the Philippines as a member of the first Philippines Commission, arriving in Manila March 3, 1899, and leaving again September 17, of the same year. He is the only member of the first Philippines Commission who has served, without interim, from the time of the appointment of its members. He again arrived here June 3, 1900, with the second Commission, which was then to become a permanent body, the military authorities relinquishing control a year and two months later, when civil government for the Philippine Islands was finally established. At that time it was decided to place the wild tribes of the Islands under the administration of the Department of the Interior, and it was but natural that Mr. Worcester, with his knowledge of these people and his inclination for this work, should have been chosen as the head of this department To-day no man knows the Philippine Islands and the Philippine peoples better than he. He has penetrated, often at the risk of his life, into the very heart of the wild man's country, and has gone into hitherto unexplored territory where throughout the three centuries of Spanish dominion no white man had had the temerity to venture.



Gov. PACK, of the Mountain Province

At the time Secretary Worcester took charge of his department the prospects for bringing the wild tribes out of their condition of savagery were anything but promising. Among the many obstacles encountered, other than those of custom and religious faith, and, with reference to the wild tribes as a whole, the greatest was the absolute lack of interest on the part of the Christian Filipinos in the welfare of their neighbors, the non-Christians. The former has ever looked upon the wild man, not as a man and brother who inhabits a portion of his domain, but as a chattel or a work animal upon whose labor he might thrive. Tribes not strong enough to defend themselves have been made, at times, the source of supply of domestic servants and laborers, who were in reality slaves. It was a common practice before the American occupation and the period immediately following the insurrection, for Christian tribes to compel the wild men to sell their wares at ridiculously low prices and to otherwise maltreat them. Taking advantage of the wild man's deficiency in the sense of value, they not only obtained his goods for almost nothing, but even bartered for his children, who, if sold, were afterwards kept in perpetual slavery. Governor Blas Villamor, of Apayao, found a girl who had been sold by her parents for two gantas of rice, and had been kept in slavery for two years. He released her on the ground that she must have worked out the amount of the original purchase price. This system of peonage was not only operative in northern Luzon, but was practiced generally throughout the Islands. Last year a wild man was found in Mindoro who had, ten years previously, bought a shirt for ₱2.50. He and his whole family had worked ten years to pay off the amount which was steadily compounding interest at a usurous rate. According to his creditor, at the end of ten years he owed ₱74. The case was brought into court, and the judge awarded the wild man compensation for himself and family at the rate of ten centavos a day each for ten years. He returned to his home the richest wild man in Mindoro. As an evidence of the lack of interest on the part of the Christian Filipinos in the wild man, it might be stated that the Bureau of Ethnology, established within the Department of the Interior, was attacked by a portion of the Philippine Assembly and a bill was presented which contemplated its abolishment. This bureau was established at the instance of Mr. Worcester for the express purpose of furnishing facilities for the accomplishment of the avowed purpose of the government to raise the lowly wild man to the estate of a citizen of the country in which he has a right to dwell equal to that of any other inhabitant of these Islands. This is the principle which has been followed by Secretary Worcester, and he is strongly opposed to the curtailment of any of the rights of the non-Christian people who form one-eighth of the native population of the Philippine Islands.

A SAVAGE HEAD HUNTER AND A PEACE-KEEPING PROVINCIAL POLICEMAN
A "BEFORE AND AFTER" PICTURE OF ONE MAN

The first civil government granted to a non-Christian tribe was that of Benguet. The Benguet Igorots are the least warlike of any of the tribes of northern Luzon, and while at first the invasion of the white man was somewhat opposed by them, no real clashes occurred between them and the government troops. Occasionally a sharp fight followed the arrest of a head-hunter, but the Igorots have learned that they must not take the heads of their neighbors, and the head-hunting expeditions of some years ago have given way to modern sports and more wholesome forms of recreation. The headaxes are now sold as relics, and the Igorot children now attend school, and are being prepared for the duties of citizenship.

As soon as civil government was successfully established in the Igorot

(Continued on page 102.)

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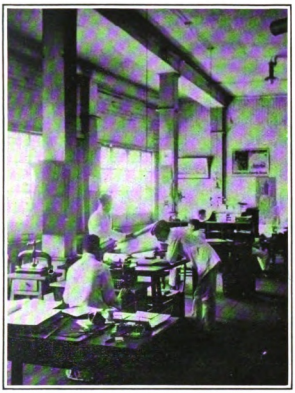
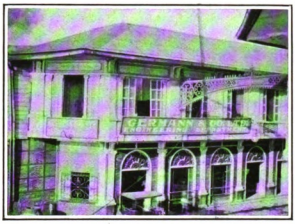
Germann and Company, Limited

Exporters, Importers, and Insurance Agents

Electrical and Mechanical Engineers and Contractors



OFFICE OF THE ENGINEERING DEPARTMENT



THE GENERAL OFFICES

PART OF THE STORE ROOM IN THE ELECTRICAL DEPT.

THIS is another of the best known and oldest established firms in the Philippines. Mr. Carlos Germann, the original founder of Germann and Company, Ltd., first came to the Philippine Islands in 1858, by way of the Cape of Good Hope, a trip which, in the days when the West Indian and similar clipper-built sailing vessels were practically the only means of communication with the islands of the West, occupied some four months.

Since its establishment, the firm has gradually and steadily increased its business and its scope, and to-day operates four distinct departments.

The export and import departments, together with the Insurance Division (Marine, Fire), occupy one building in the very heart of the business center of Manila. The general manager's offices are also located in this building. The export department is chiefly engaged in the export of hemp, sugar, leaf tobacco, cigars, shells, and native woven textures. The company does a very extensive business in all of these island products. The purchase and packing of all kinds of native hats for export also forms an important side branch of the export department.

The import department, which deals more particularly in cotton, woolen, and silk textiles, embroideries, yarns, etc., has become famous in these islands, having been the first to introduce into the Philippines some of the well known brands of these fabrics that are in constant demand among the Filipino and Chinese population of the country.

Another important department of this firm, which is undoubtedly one of the most potent factors in the industrial life of the country, is the engineering department, which operates large workshops on the Pasig river, between the Santa Cruz Bridge and the Bridge of Spain. A division of this department is for the installation of electrical apparatus, both light and power, this being a specialty of this department of the firm which has secured for it during past years all the important contracts with the government, as well as those with private concerns. About sixty operators, who are trained men in their profession, are employed in this work.

Not only is this firm well known in Manila, but in the provinces the name of Germann and Company, Ltd., is a household word, being known everywhere, more especially for their rice mills, of which over thirty have recently been erected. These machines have, by actual use, proved to offer the best and most reliable method of preparing for the market the class of paddy grown in these islands. It is understood that as a result of the achievements of these machines in the saving of time and labor, contracts have been entered into between the company and many planters throughout the islands for the installation of more of these machines of larger capacity, for use during the coming season.

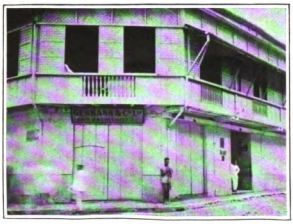
Not only does the machinery department of Germann and Company, Ltd., devote its great experience, and successfully so, to the development of the agriculture and other industries of the islands in the importation and construction of the latest types of mechanical, labor-saving appliances, but it also carries a full and most complete assortment of surgical apparatus and appliances in which a large business is carried on. The company also operates a large and well equipped nickel plating plant—the only one in the islands that is prepared to handle all classes of work. The company does an extensive business in nickel plating and work of a like nature.

It was the firm of Germann and Company, Ltd., which, some years ago, built under contract the famous electrically-driven lift bridge over the Binondo canal. This is one of the most important of the public works that have been undertaken in recent years for the betterment of the facilities offered for the handling of the commerce of the city. This bridge connects the custom house and the surrounding section of the city with its business center, resulting in a great saving in time and money by making a short cut of a long and circuitous route over which merchandise formerly passed.

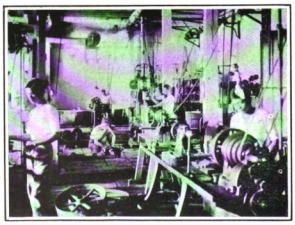
Germann and Company, Ltd., also installed the complete electric light system at Fort William McKinley, the largest post in the United States Army. The McKinley system includes about 7,000 lights in the streets and buildings of the post.

The company has also entered into other lines of commercial development, and the Helios cigar factory is another of its numerous enterprises. This factory is situated in Calle Lemery, and is rapidly becoming one of the most important departments of the firm. This factory, which formerly employed about 500 operators, has, since the passage of the Payne bill, more than doubled that number. The managers, recognizing at once the opportunities offered by the enactment of this law, took immediate advantage of this impetus to the cigar industry of the Philippines which it portended, and, in consequence, there stands to-day, by the side of the old premises, a new additional building, covering an area of about 8,000 square feet, which has become necessary for the housing of the increased business of the company's cigar-making industry. These added facilities permit the employment of an additional number of operatives, numbering about 800 men and women, and furnish, in total, employment for about 2,000 Filipinos, at a highly remunerative wage.

THE ENGINEERING DEPARTMENT



MECHANICAL AND ELECTRICAL DEPARTMENT



WORKSHOP OF THE ENGINEERING DEPARTMENT

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Fine Animals on the Government Experimental Stock Farm at Trinidad, Benguet

(Photos by Chas. Martin)

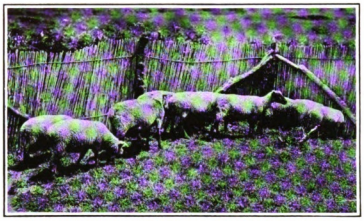
MORGAN, ARAB AND NATIVE PHILIPPINE STALLIONS

NATIVE GRADE MARES AND COLTS

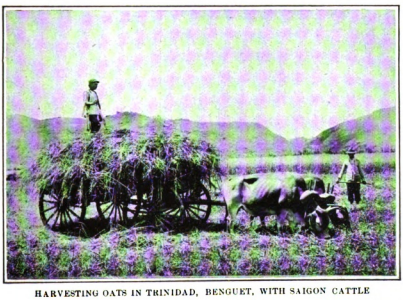
NATIVE COWS AND GRADE GALLOWAY HEIFERS

IMPORTED INDIAN WORK CATTLE

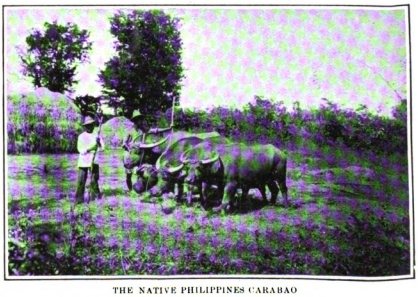
ANGORA GOATS IN BENGUET



SHEEP ON THE TRINIDAD, BENGUET, GOVERNMENT STOCK FARM



HARVESTING OATS IN TRINIDAD, BENGUET, WITH SAIGON CATTLE



THE NATIVE PHILIPPINES CARABAO

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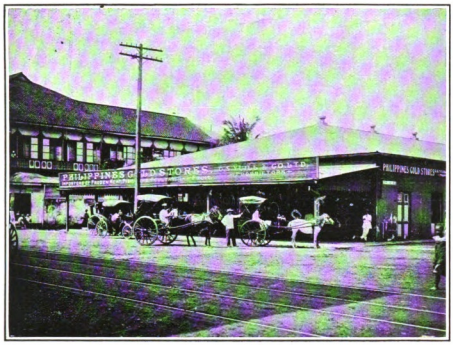
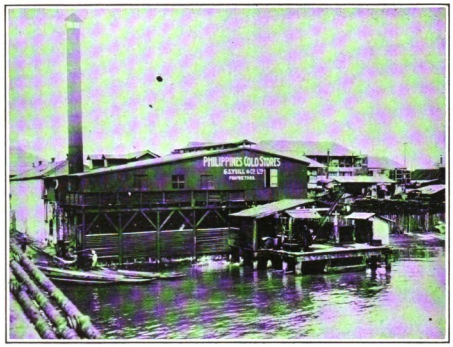
The Philippines Cold Stores

G. S. YUILL & Co., Ltd., Proprietors



MAIN DEPOT OF THE PHILIPPINES COLD STORES



THE ICE PLANT AND RECEIVING STATION

THE high standard of perfection now reached in canning fruit, fish and flesh makes it possible for either the most common or the most delicate foods, such as the European and American are accustomed to, to be shipped into these semitropical islands, and, once opened, placed on the table as fresh as when packed. Yet there is something about canned goods, especially canned meats, that renders them, at their best, less palatable than foods preserved in ice. The splendid modern refrigerating systems allow fresh meats and fruits to be preserved in their natural state, instead of requiring them to be first boiled down and cooked as is the case with canned goods. By means of refrigeration all stuffs retain their natural properties and original freshness, none of the natural fat properties are lost in the case of meats, and all the sweet juices and flavours remain in the fruits.

By thus transporting great quantities of fish, meat, vegetables, fruits, butter, etc., across the sea from the far-away farm-yard to the table of the sojourner in the East, the "Cold Storage" systems enable him to live more naturally, in so much as he is able to obtain, fresh and palatable, all those things he has always been accustomed to eating. It is, therefore, no mere figure of speech to say that the manufacture of ice has made it possible for the inhabitant of Manila (to say nothing of the sailor and traveller at sea) to eat here in the East a broiled chop fresh from a sheep slaughtered in Australia.

Messrs. G. S. Yuill & Co., Ltd., are well known all over the world, branches of their Australian Stores can be found in three continents. They do an enormous business in the exporting of Australian frozen meats, poultry, fish, fruit, and butter. They are proprietors of the Philippines Cold Stores, in which place it is the intention of this article to interest you. The "Cold Stores" are easy to find; extending from 172 to 178 Calle Echague, they are situated at the foot of the Suspension Bridge and next to the busy Quinta Market. All Cold Storages and Ice-factories have a certain sameness about them, there being but one really successful method—the ammonia tank system—of making ice, still there are several new and interesting features about the Philippines Cold Stores in Calle Echague that make the place well worth a visit. When they installed their new ammonia-tanks and ice-making plant last year the public response was very great, and to-day the firm have the biggest private ice-plant and cold storage trade in the East. The pure crystal ice made by them is sold in great quantities daily, tons of it being disposed of in small quantities to individual customer. The ice-man from the Philippines Cold Stores does not merely drive up to your door and leave your ordered supply of ice to melt in the sun on your doorstep, but, unless you request otherwise, delivers the ice twice daily and places it in your ice-box.

All the ice made is manufactured from distilled water. The Stores have their own distilling plant through which the city drinking water is passed before being made into ice. Each mould is charged by an automatic filler which regulates the size of the block they wish to manufacture. Transferred from the tank-beds the ice passes into the cold-chambers, where a reserve stock is always kept for "rush orders," or to meet any possible delay in the day's manufacture. The ice-chambers are double, the inner being seldom opened; this is done to keep the temperature low, for whenever the first door is opened to the outside air there must of necessity be a slight fluctuation in temperature. Foods belonging to firms, hotels, or individuals, are received during the day for storage. Low temperatures are utilized for perishable goods, and chilled rooms for fruits, vegetables, milk, etc.

Fresh supplies of meats, butter, etc., arrive by every steamer from Australia. No old stocks are kept, and only the finest and best of foodstuffs are imported. As soon as the steamer arrives, the lighters from the Philippines Cold Stores take over the cargo. These lighters are kept scrupulously clean and are well insulated. As soon as each lighter is loaded it is sealed so that neither air nor dust can enter. The Philippines Cold Stores occupy the whole block between Calle Bazan and Calle Orozco with the frontage to Calle Echague and the back occupied by their own wharves direct on the Pasig River. It will, therefore, be seen how admirably they are situated for handling the imported foods. The cargo brought up in the insulated lighters is run direct by a small trolley railroad into the cold rooms; there is no carting through dusty streets or smoky docks, and no defilements can reach it. In this manner beef and mutton, veal and pork, hams, fish, poultry, cheeses and butter are brought from the refrigerated chambers on the ship right into the Cold Stores for delivery to customers. The firm supplies all the leading clubs, hotels, ships, and messes and their individual customers number thousands. All telephone orders are promptly dispatched. A large trade is done with customers who are stationed in the provincial towns. The firm represent the famous "Orient' butter, a choice creamery butter specially made in Australia for the Orient and made in strict compliance with the United States pure food laws. It is difficult to estimate the real value of these stores to the inhabitants of these islands; life is made not only more enjoyable but more healthy by the cheap supply of fresh foods, which are in reality, in many cases, considerably cheaper than in many parts of the United States while the quality of prime Australian beef, mutton, etc., is unsurpassed.

THE RETAIL DEPARTMENT OF THE PHILIPPINES COLD STORES

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CLARKE'S

Fine Fare, Cooling Drinks and Delicious Confections

"As Good as Any Place at Home"

"MEET me at Clarke's!" is an expression often heard in Manila. Indeed there is no better known place in the city than this favorite restaurant at No. 2 Escolta, where from early morning until late evening a steady stream of men and women may be seen entering the open doors to partake of refreshments or to pass a pleasant half-hour with their friends. Here are to be found officials from the southern islands, planters from Davao, *hacenderos* from Luzon and the Visayas, business men of the city and outlying islands, officers of the army and navy; ladies shopping in the city or visiting from the provinces; tourists from the United States and Europe, and travelers from all over the world.

Mr. M. A. Clarke, the proprietor, is one of the best known men in the Philippines, his own fortunes being in intimate relation with those of the Islands from the date of the American occupation. When the turn in the wheel of the world's affairs brought America to these islands, a new current of life and thought flowed like a clear and powerful stream into the troubled Philippine waters, and carried on the bosom of this stream were men of enterprise and personality who were quick to appreciate the possibilities of the country under the changed administration. Among these, and closely identified with the new régime, was Mr. M. A. Clarke, who can claim to be absolutely the first American to commence business in the Philippine Islands after the Spanish evacuation. The American troops landed in the city on August 13th, 1898, and, four days later, this enterprising American opened up a confectionery business in the district of Manila known as Quiapo, locating himself close to the market where he was also in a good position to reach the various military centers of the troops in occupation. Commencing in this small way, he applied himself with zeal to building up a substantial and permanent business. Six months later, in February 1899, he moved to the upper end of the Escolta, and established himself in one corner of the building now entirely occupied by him.

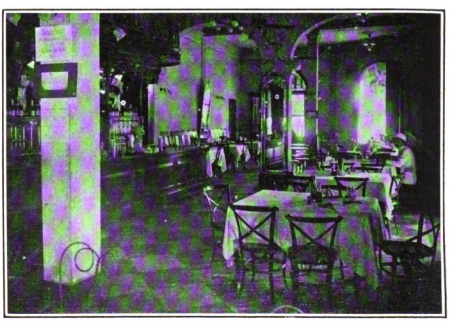
Nor did he rest content with this one branch of business, but put his energies to work in other directions. He was the very first man to interest himself in quartz and cyanide gold mining in the Philippines, a form of mining now carried on extensively in the north and in course of development in the great southern island of Mindanao. The Paracale Extension Gold Dredging Company, which has been organized to operate on about two hundred and thirty acres at the headwaters of the Paracale River in the Ambos Camarines where the surrounding mountains are rich in gold, owes its inception to Mr. M. A. Clarke. To him also, in a large measure, is due the rapid development of Baguio, the now well-known "Simla of the Far East," and many other prospering enterprises in the Philippines owe their origin to his activity. The success of the Benguet Consolidated Mining Company, working near Baguio, Benguet, to give an instance, is due to the enterprise and good judgment of Mr. Clarke.

Most big cities have some favorite meeting place, and Manila, no exception to the rule, has "Clarke's." Here, especially during the hot afternoons of the long summer, can always be found a host of visitors and residents partaking of iced-drinks in the cool-shaded rooms, that open to the fresh breezes from the river and the bay, offering a pleasing opportunity for rest and for converse with friends. Business men are in the habit of dropping in for a morning cup of coffee and a fragrant cigar, and many an affair of importance has been discussed in a friendly way across Clarke's immaculate tables. Indeed there is no place in the Orient better equipped than Clarke's for catering to Man's inner man, and at the same time pampering the taste of those whose peace of mind depends upon clean and attractive surroundings, and thoroughly efficient service. It is generally acknowledged in Manila that Clarke's is "as good as any place at home," and its sparkling soda fountain is on the list of those things which Manilans have to be thankful for: it is the Mecca of Manila's thirsty souls. Only "soft drinks" are served at Clarke's, and the great trouble is that there are too many to choose from. Ice-cream sodas of every flavour, dainty ices, fruit phosphates, sundaes, egg and milk combinations—anything you like. If you are a good American, and care for the delicious soda-fountain things dear to the American heart, you are just as well off at Clarke's on the Escolta as you would be at Huyler's on Broadway. Moreover your health is as safe there as it would be in your own home since only government distilled water and government manufactured ice are allowed on the premises, and the kitchens and store rooms are ready for inspection at any time.

Every Wednesday, Friday, and Saturday afternoons, an orchestra plays from five to nine thirty, and seated at the afternoon-tea tables, or the daintily decorated dining tables, fashionably dressed men and women may be seen chatting merrily together, the rise and fall of conversation blendings like an undertone with the music of the orchestra.

Taking into consideration the cleanliness, comfort, convenience, and general attractiveness of this deservedly popular restaurant can it be wondered that everybody says to everybody else "Meet me at Clarke's"?

Clarke's represents one of the most successful enterprises in the Philippines, and is an example of what may be done with the opportunities that are ever present in the Islands. From a small beginning this business has grown to its present dimensions, and is now the largest establishment of its kind in the Far East.



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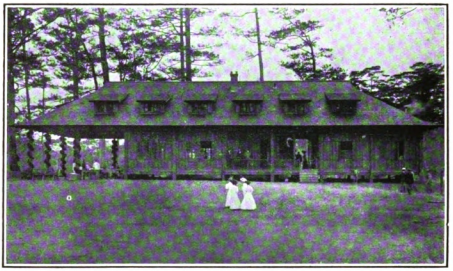
At Baguio, the Hot Season Capital of the Philippines

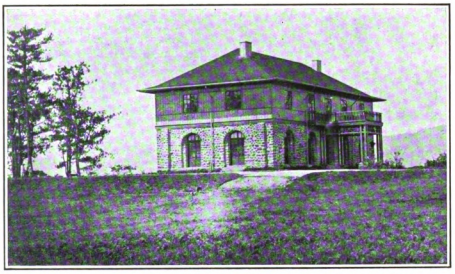
Squires and Bingham
"TOPSIDE," THE PRIVATE RESIDENCE OF GOVERNOR GENERAL FORBES AT BAGUIO

"BUENA VISTA," SECRETARY WORCESTER'S BAGUIO HOME

Squires and Bingham
ENTRANCE TO THE BROAD DOMAIN OF THE BAGUIO COUNTRY CLUB

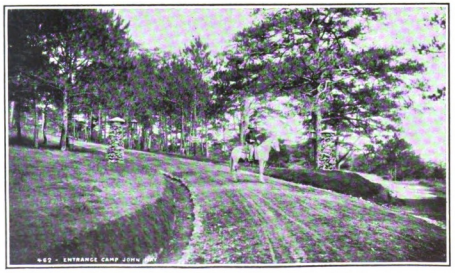


THE COUNTRY CLUB HOUSE



THE GOVERNOR GENERAL'S OFFICIAL BAGUIO RESIDENCE

Squires and Bingham
THE COMMANDING GENERAL'S RESIDENCE AT CAMP JOHN HAY



Squires and Bingham
ENTRANCE TO CAMP JOHN HAY

Squires and Bingham
WHERE UNCLE SAM'S SOLDIERS GO FOR RECUPERATION, CAMP JOHN HAY SANITARIUM

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Hotel Pines, one mile above sea level in a climate like the Adirondacks

MR. CHARLES M. JENKINS, manager of the Hotel Pines at Baguio, is one of the best known men in the Philippine Islands.

Mr. Jenkins arrived in the Philippines in the early days of American occupation and immediately entered the hotel business at Dagupan, where he was familiarly known as the "Duke of Dagupan." His hotel was the home of the early Americans in the Philippines as they wound their way from Manila to the Benguet mountains.

When the Benguet Road was proposed Mr. Jenkins was one of the first Americans to fall in with the proposition and immediately contracted to furnish the road builders with the necessary material and supplies.

Four, six, eight and ten oxen were attached to the wagons that transported the supplies for the workers and the material for the constructors, thousands of tons of which were transported to the scene of operations with so little trouble that those who were engaged in the construction work never knew what a herculean task the transportation constructor had undertaken until the final summing up of the amount of material delivered.

At one time the rains so interfered with the transportation that wagon trains could not move along the road from Dagupan, where all material was unloaded by the Manila and Dagupan railroad, for shipment through Pozorrubio to Camp One, and Twin Peaks and the various camps along the line of construction, while hundreds of tons of material for bridges and general construction were piled up at the Dagupan railway station. When the rains subsided and the rivers reached something like a normal stage the transportation was again taken up and, while it may seem incredible to the average person, yet it is an absolute fact that over twelve hundred tons of material were transported from Dagupan to Camp One within twenty-four hours.

HOTEL PINES AT BAGUIO, "THE SIMLA OF THE FAR EAST"

Mr. C. M. JENKINS, Proprietor of the Hotel Pines

After the Benguet road had been completed to Baguio Mr. Jenkins, who had theretofore kept a hostelry at Dagupan, opened a hotel at Baguio as well as at Twin Peaks. Travelers to the mountains in past years well remember the old hostelry at Twin Peaks, a wayside inn where they might rest after the tedious journey from Manila to Dagupan and then across country to that point. Later travelers also remember with what anxiety they looked forward to the cool mountain shade at Twin Peaks after a trip along the railroad even to Camp One.

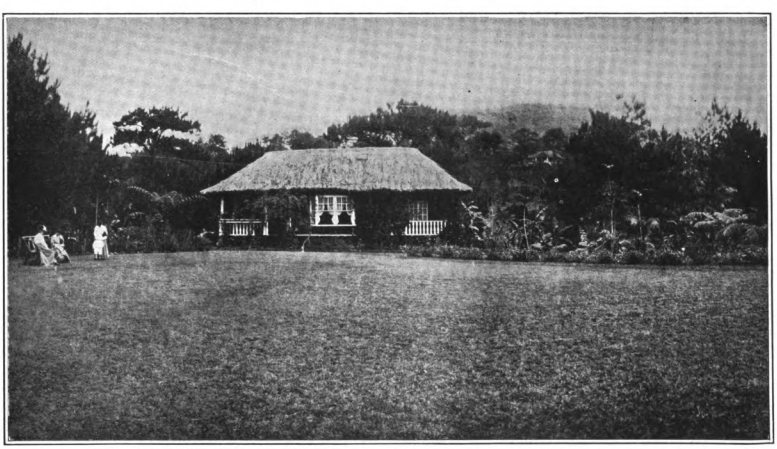
But it remained for the Hotel Pines to be considered the Mecca of all travelers. The place has been elegantly arranged, the rooms are first class with modern improvements and Baguio to-day has a hotel that is not only not surpassed, but not equaled even in Manila. Recently the hotel has been remodelled and it is looked upon by its patrons as a mountain home where rest and comfort are to be found and fully enjoyed.

Baguio is within easy reach of travelers to-day. The trip is made by railway train to Camp One and from there by automobile on up the glorious cañon and the zig-zag to Baguio.

The construction of an electric railway up the cañon is at present under contemplation, and when that is completed the distance from Manila to Baguio will be greatly shortened.

THE FAMOUS "ZIGZAG" ON THE BENGUET ROAD

ONE OF MR. JENKINS' WAGON TRAINS ON THE BENGUET ROAD



THE BEAUTIFUL RUSTIC HOME OF FORMER GOVERNOR PHELPS G. WHITMARSH OF BENGUET WHO IS INTERESTED IN GOLD MINING AND OTHER ENTERPRISES AND HAS BECOME A PERMANENT RESIDENT OF BAGUIO

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Sprüngli and Company

IMPORTERS AND MANUFACTURERS

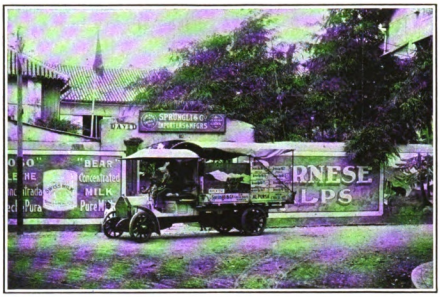
SPRÜNGLI and Company, one of the largest and best known foreign establishments in the Philippine Islands, was established in Manila twenty-five years ago by Mr. Emil Sprüngli, who came to the Islands thirty-eight years ago as an employee of one of the Swiss importing firms then operating in the city. Seizing at an opportune time a chance to go into business for himself, he established the firm of Sprüngli and Company, which he successfully managed for a number of years before finally returning to Zurich, Switzerland, where he now manages the affairs of the home office.

From the day of its establishment the house of Sprüngli and Company grew rapidly until now it is one of the largest and most influential foreign firms engaged in business in the Philippine Islands.

The company does a general importing and exporting business and manages the large cigar factory, La Urania, which is located in a spacious building in Calle Azcarraga.

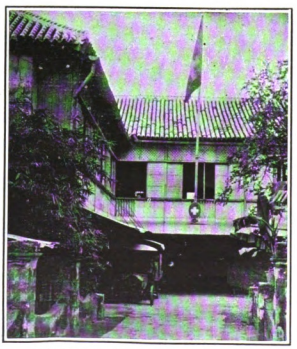
Sprüngli and Company are the sole agents in the Philippines for the famous Bear Brand milk, which is known to every household throughout the settled portion of the Islands. This milk is from the famous Bernese Alps, and enjoys a tremendous sale. In 1901, when Sprüngli and Company first began the introduction of this product, the use of canned, sterilized milk was little known outside of the foreign colony. At that time the company sold about ten cases each month. In less than nine years, however, the Filipinos have come to appreciate its value, and today the company sells over 1,800 cases each month, and the picture of the old lady bear feeding the baby bear Bear Brand Milk out of a nursing bottle is as familiar to the denizens of Tawi Tawi today as it is to the enlightened sojourners in America and the capitals of Europe. Filipinos are not easily induced to use foreign foods—especially milk—and this is probably one reason why the infant mortality has always been higher in the Philippines than in any other portion of the world. That they could be induced to use imported milk in such large quantities in such a short time, is an evidence of the progressive spirit that is behind the management of Sprüngli and Company, who have probably accomplished more in this field than any other local importers.

Sprüngli and Company also do a very large business in imported textiles, hardware, silks, cotton goods, laces and general merchandise, and are the agents for the famous Lenzburg preserves, and the Alpursa brand of chocolate, which are made in Switzerland. They are the sole agents for the following well known companies: Magdeburg Fire Insurance Company, of Magdeburg, Germany; the Patriotic Assurance Company, now united with the Sun Insurance Company, of London; the Smith Premier Typewriter Company; the Rockwell-Wabash Company, who manufacture a fine line of business systems; the United Rhenish Marine Insurance Company; the Takara Mineral Water Company, of Japan; and the Pinxter Company, manufacturers of cheese, Amsterdam. They also have a number of agencies of lesser importance.



ONE OF THE SPRÜNGLI AUTOMOBILE TRUCKS IN FRONT OF THE COMPANY'S PREMISES

SAMPLE ROOM AT SPRÜNGLI AND CO.'S OFFICES



ENTRANCE TO OFFICES AND SWISS CONSULATE

Sprüngli and Company have a branch office at Zamboanga, Mindanao, where besides doing a general merchandise business, the company carries on a large export business in pearls, mother of pearl, abaca, betel nut, fibres, pina, jusi and other native textiles and agricultural products.

This firm has such a varied assortment of articles imported from the United States and Europe that a list of them would cover pages. About everything that could possibly be desired in the general lines named may be purchased from them.

Sprüngli and Company do an extensive business with the Chinese merchants throughout the Islands, supplying the thousand and one little articles that are usually kept on sale at the various tiendas, besides carrying a line of cloths and even made-up clothing, such as rubber coats, etc., that could hardly be duplicated in Manila.

In the export department, many of the products of the islands are gathered together and shipped to dealers in Europe and in other parts of the world. Some of the most valuable pearls ever sent out of the Philippines have been exported by Sprüngli and Company, who make a specialty of buying from the divers of the Sulu Archipelago, where are located the valuable pearl deposits which form no inconsiderable part of the natural wealth of the Philippine Islands.

Pearl trading in the Philippines was formerly in the hands of the Moros only, and the profits accruing from the sale of these precious stones usually went to the dattos of the various settlements. Under such a system no great amount of pearl-diving could have been done, and consequently the valuable deposits, until very recently, have been practically undisturbed.

However, more favorable inducements are now offered, and the industry is developing every year.

While many beds containing large deposits of pearls are known, the whole of the Sulu Archipelago offers a very favorable field for pearl-diving, and there are undoubtedly many that are yet to be discovered. The increased activity in this industry that has recently been noted augurs well for its future.

While Sprüngli and Company now represent a number of American firms, they are increasing their American representations and intend to handle, in the future, a much larger quantity of United States products than they have heretofore, and solicit correspondence with firms in the United States who desire a live representative in the Philippines, where this firm has been engaged so long and so successfully in the handling of foreign wares.

The Manila office of the company is situated at No. 28 Calle David, in close proximity to the Escolta. The company's Manila business is managed by Mr. Otto Gmur, who has had long experience in the commerce of the Islands. Mr. Gmur is also the acting Swiss Consul at Manila, the consulate being located at the offices of Sprüngli and Company.

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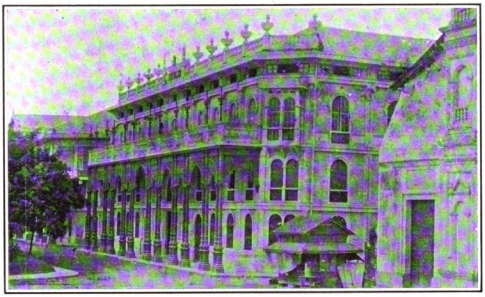
La Insular Cigar and Cigarette Factory

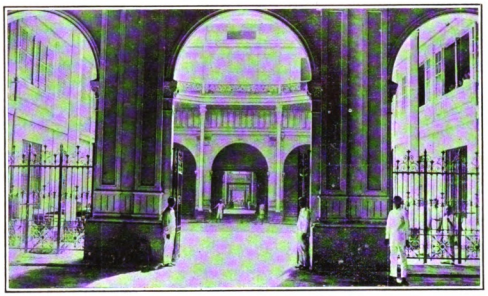
LA Insular is not only one of the largest cigar and cigarette factories in Manila, but it is also one of the oldest. Beginning with a very small business and manufacturing only cigars, it has grown to its present immense proportions, and the factory now occupies one of the handsomest buildings in the city, taking up one entire block in the Binondo district.

La Insular company was originally founded by the late Joaquin Santa Marina, a Spaniard who came to the Philippine Islands, a comparatively poor man, many years before the American occupation. At that time the entire cigar and cigarette industry of the Philippine Islands was in the hands of one company which, by virtue of a grant from the Spanish government, enjoyed a monopoly over what has grown to be the largest industry of the Islands. The granting of monopolies was a method often employed by the Spaniards to induce capitalists of the mother country to invest money in the infant industries of the Islands, as is evidenced by other monopolies that were granted, including the manufacture of beer, the right to make which has remained for many years, and still remains, with only one company.



THE HOME OF LA INSULAR

In 1882 the term of the cigar and cigarette monopoly expired, at which time there was considerable demand for Philippine-made cigars, not only locally but in Spain as well. A year later La Insular factory began operations. At first the factory was located in a small building in Calle Echague, and here were made an excellent quality of cigars which rapidly gained in public favor until the business had so far outgrown the limited facilities at hand that new and much larger quarters had to be secured. In 1895 the magnificent structure, which is now the home of La Insular, was completed. The company then moved into this spacious building, which was built specially for its business, and which is without exception the best appointed cigar factory in Manila. The offices are finished in hard wood, with elaborate decorations and every modern convenience for the transaction of a large and steadily growing usiness.



VESTIBULE AND FIRST FLOOR OF LA INSULAR

La Insular factory employs more than 1,500 operatives, and its average monthly output is nearly a hundred million cigarettes and about two million cigars.

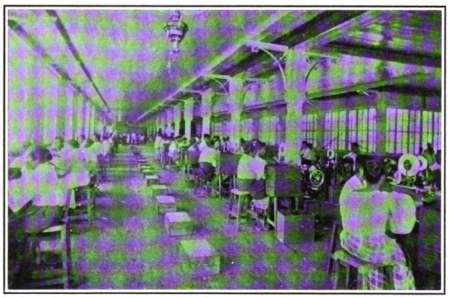
Besides making some of the finest cigars that have ever been sent out of the Islands, La Insular factory makes a very popular brand of Philippine cigarettes. La Insular cigarettes are known throughout the Philippine Islands, from Aparri to Zamboanga, and enjoy a large sale, especially among the foreign element.

Mr. Joaquin Santa Marina left Manila for Spain on the day that war was declared between that country and the United States. He never returned, but died in Madrid in 1908. At the time of his death he owned two-thirds of the capital stock of the company, to which his brother, Mr. Jose Santa Marina, a prominent lawyer of Madrid, fell heir. The latter has never been to Manila, being represented here by the general manager of the company, who has entire charge of the factory and all its business affairs.

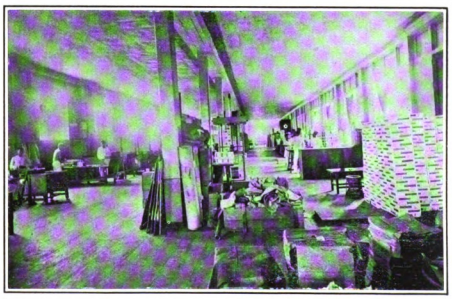
Mr. Antonio Barretto, who had been general manager of La Insular company for many years, resigned last month, and was succeeded by Mr. John D. MacGavin, who has been with the company, as assistant manager, for nearly fifteen years. His long residence in the Islands and his high standing in the business community, as well as his extensive experience in the tobacco industry of the Philippines, augur well for the future of this large company.

When La Insular factory first began manufacturing cigars it was able to dispose, very readily, of its entire output, but the vast combinations of capital which have built up this industry in the Philippines and through which the Philippine cigar has been made known throughout the civilized world, did not then exist; shipping facilities were wholly inadequate, with the result that the manufacturers' field of operations were greatly restricted, being limited to the local market and a few irregular and small shipments to Spain. The industry had not developed, or even begun the development that it has reached in the last decade. The factories were all small, and were usually owned by individuals. But with the improvement of transportation facilities and by Manila coming into contact with the outside markets and distributing centers, the industry has steadily grown, and along with this growth La Insular has followed, keeping pace with the growing demand for good cigars and cigarettes of Philippine manufacture, until today the products of La Insular not only have a wide sale locally, but are known equally well in China, Japan and Australia, and are shipped to all parts of the world, including Paris, London and New York.

A visit through this factory is an interesting sight. As the factory uses only the best grade of Philippine tobacco—that from the Cagayan valley—it is one of the factories which ships its products to the United States under the provisions of the Payne bill. To supply the increased demand for its cigars and cigarettes, occasioned by the passage of this law, the factory is taxed to almost its maximum capacity. But these heavy sales have not affected the quality of La Insular products, and the company maintains that standard of excellence that has made famous La Insular cigars and cigarettes wherever they are smoked —which is practically everywhere.



LA INSULAR CIGARETTE MACHINES



PACKING AND SHIPPING ROOM, LA INSULAR

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The Moro Province

By R. M. CORWINE, Chief of Industrial Offices

ZAMBOANGA

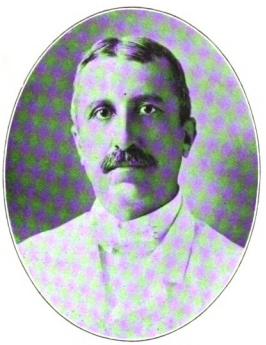
OF all the provinces in the Philippine Islands, the Moro Province, as is generally known, is a separate and distinct entity, bearing the same relation to the Insular government that the latter does to the United States government. The governing body is called the Legislative Council, and all of its acts are subject to the approval of the Philippines Commission.

The province was created in 1903, and its first governor was Major General Leonard Wood. Since then there have been two governors, namely, Brigadier General Tasker H. Bliss and Colonel Ralph W. Hoyt, 25th Infantry, who has recently been succeeded by Brigadier General John J. Pershing, whose tenure of office, it is hoped, will be for an indefinite period of time. His coming has been awaited with much interest because it is believed that, of all the governors, he is best equipped to bring good results, both on account of his great familiarity with the Moro question, the settlement of which is, of course, the most vital of all the questions which have as yet arisen or which are likely to arise within the next few years, and his well known executive ability.

The Moro Province is divided into five districts, as follows: Zamboanga, Sulu, Lanao, Cotabato, and Davao. Of these Zamboanga is naturally the most important, if for no other reason, because it is the capital and likewise the headquarters of the Department of Mindanao. This province has the greatest number of troops in the Philippine Islands: Infantry, 2,830, Cavalry, 850, Artillery, 420, Scouts, 1,304, Constabulary, 647. Zamboanga has always been the headquarters of the military, both in Spanish and our times, and Fort Pilar, built in 1719, still remains almost intact, a silent witness to the age of Zamboanga.

There are three ports of entry in the Moro Province: Zamboanga, Jolo, and Davao. Of these Zamboanga leads. Prior and for a few years subsequent to the establishment of civil government, Jolo was easily the foremost entry port in this part of the world, but with the advent of the China Navigation Company's steamers calling at Zamboanga, to and from Australia and Hongkong via Manila, not only the port but the town of Zamboanga forged to the front quite rapidly. The European population increased, many important firms from Manila opening branch offices, and the merchants took advantage of the chance to bring their goods direct from the United States and Europe via Hongkong, which is well known to be the cheapest trans-shipment port in the East. In addition to this line of foreign steamers, the North German Lloyd Steamship Company has two steamers, one calling at Zamboanga and one at Jolo, monthly. These steamers, coming as they do direct from Singapore via Borneo ports, and making close connections at Singapore with their own steamers to and from Europe, do a large business, both in passengers and freight. There are two lines of domestic steamers (four

Brigadier General J. J. PERSHING
Governor of the Moro Province



Mr. R. M. CORWINE
Chief of Industrial Offices, Mindanao

vessels in all), plying between Manila and Zamboanga at stated intervals each month; these, together with Army transports, give a very fair mail service between the capital of the Moro Province and the capital of the Philippine Islands.

There are six school houses in Zamboanga, with 635 pupils, divided into primary, intermediate, and high schools, as well as wood and rattan-working and weaving schools.

Zamboanga as a town stands unique in the Moro Province, because it is the only one in which the natives, Christian and non-Christian, have given the government no trouble. The Moros are controlled with a friendly but strong hand by Rajah Mudi Mandi, a very intelligent Moro whose loyalty to the United States government has never been questioned and whose people are not only well disposed to the civil and military governments, but are good workers in the field and in the arts.

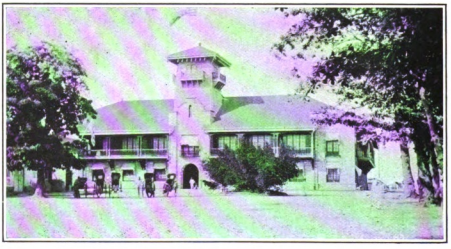
The situation of Zamboanga, lying as it does directly on the open sea, with a stretch of flat country some nine miles to the mountains and with some thirty-five miles of macadam roads, passing through rice fields and cocoanut groves, puts it probably on the top notch of attractive cities in the Philippine Islands. Its population of Americans and Europeans represents as fair an average of intelligent, law-abiding people as can be found in any city of its size in the East.

There are many industries outside of those devoted to the regular importing and exporting business, but the principal one, and the one which has shown the greatest development, is the lumber trade, in which three companies are interested. The value of the output of lumber increased in the fiscal year ending June 30th, 1909, over the preceding year, by ₱271,756.26, amounting to ₱457,583.80, and with every prospect of a still greater increase in the present year. These companies have modern mills and such docking facilities as enable the largest steamers to load lumber with great expedition. The peculiar adaptability of the timber found in the Moro Province, and the almost unlimited amount and variety of the same, leads to the fair conclusion that this industry alone, if properly handled, will be of far-reaching value.

There is one industry in Zamboanga which has not yet been fully developed, which is found in no other one place in the Philippine Islands to the same extent. I refer to the manufacture of salt. This has been going on for many years in a crude, simple method, but even under such adverse conditions the following figures from a report of the Insular collector of customs tell an interesting story: "Salt was exported during the past year to the value of $4,280.00; the significant fact in connection with this item is that $3,950.00 comes from the Port of Zamboanga . . . . . During the year there was imported salt to the value of $2,321.00, a trade which ought to be in the hands of the local producers; that is to say, of Zamboanga."

Coal, that ever valuable product, is known to exist not many miles from Zamboanga in large quantities and of high quality. The only reason that this industry has not been exploited more fully is for want of capital. The coal has

STREET IN ZAMBOANGA



THE PROVINCIAL BUILDING, ZAMBOANGA

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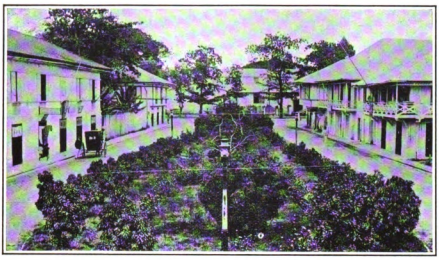
In the Real "Sultan of Sulu" Land

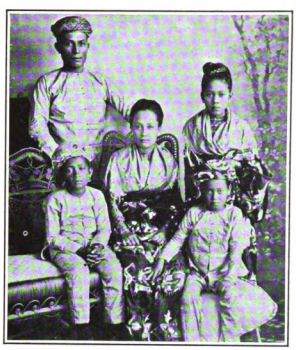


PLAZA IN ZAMBOANGA

RECEIVING THE COLORS AT CAMP KEITHLEY, MINDANAO

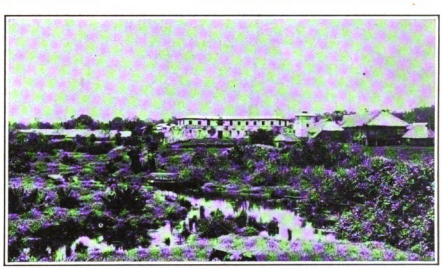
Martin A MORO HAREM

DATTO PIANG, THE "BOSS" OF COTTABATO



DATTO MANDI AND FAMILY, ZAMBOANGA

OLD FORT AT ZAMBOANGA



OLD FORT AT MALABANG

Martin
MRS. CHAS. W. FAIRBANKS MOTORING ON A MINDANAO COCOANUT PLANTATION

Squires & Bingham
A GROUP OF PICTURESQUE BOGOBOS

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been analyzed and tested by the Army and Navy, and, as a result, it can be stated that it surpasses Borneo or any other coal yet found in the Philippine Islands, and is second only to Pocahontas, the coal used exclusively by the Navy.

Near Zamboanga is San Ramon Farm. Formerly this was a penal colony where the Spaniards sent their prisoners from Manila. The farm embraces some 2,000 acres and at one time produced sugar, cacao, coffee, hemp, copra, rice, and all kinds of farm products. Until recently the only means of communication between Zamboanga and San Ramon was by water. Now, however, a fine road connects the two places, and the Government utilizes the Farm as an experimental farm with native laborers and prisoners.

Zamboanga is gradually becoming an American city, run on American principles. It possesses a first class American newspaper, "The Mindanao Herald," published weekly, and a Filipino weekly paper, "Voz de Mindanao." It also has a good, clean hotel. There can be no question of its future, more particularly when the Panama Canal is open to commerce. Zamboanga will then be in close touch with every part of the world. All the efforts of the Government have been directed towards making Zamboanga the source of supply to the other parts of the Province, by the merchants importing all goods for consumption direct from Europe and the United States. Manila, until within a few years, was quite naturally the base from which these same supplies were shipped to all parts of the Moro Province, but the people living in outlying towns had to pay so much more for their goods than should have been the case, that they were not only not in touch with Zamboanga but were bound by debts to Manila to such an extent that in so far as all practical results were concerned, their business dealings were with Manila alone. This state of affairs still exists to a large degree, but, little by little, the business firms of Zamboanga and Jolo, by means of Government boats, have been reaching out to all towns, large and small, within the Province, in order to, as far as possible, capture and retain this business within the limits of the Moro Province.

As an illustration of the commercial outlook of Zamboanga as a Port of Entry, the value of exports, the sure barometer of trade, increased from July 1st to December 1909, ₱130,261.42 over these months in 1908.

As to climate there is none finer in the Philippine Islands, and Zamboanga being south of the typhoon belt, owners of plantations, as well as those engaged in commerce, are not subject to the terrible losses of life and property each year as unfortunately is the case in so many of the Islands to the North.

Near Zamboanga, on the Island of Basilan, is located the first successful rubber plantation in the entire Archipelago. It was established five years ago and contains 30,000 trees of which several thousand are now ready for tapping. This plantation belongs to Dr. J. W. Strong of Zamboanga who deserves great credit for his per everance, and the results prove beyond a doubt the adaptability of the soil of Mindanao for this important industry.

It is confidently believed that when the outside world is better informed as to the climate and soil of this province, there will be many seekers after land for the cultivation of all kinds of valuable products, more particularly hemp, rubber, and cocoanuts. In and around Zamboanga is found an unusual number of cocoanut trees. The building of good roads, enabling natives to bring their goods into Zamboanga with little trouble or delay, has increased the output of copra in one year, ₱49,790.96.

JOLO

Unfortunate circumstances have brought this old and well-to-do town into bad repute in the eyes of the public. There is probably no better class of citizens than those found in Jolo. The Chinese are in a majority; thev have been residents of Jolo and the many islands of the Sulu Archipelago for over 150 years. Without these Chinese, the Moros would be in a bad way as they sell all their products to and buy their supplies from the Chinese. As in all other communities, the Chinese are orderly and law-abiding. Their business extends to all parts of the Moro Province. Jolo has from time immemorial done its exporting and importing with Singapore. The landing facilities are excellent and the charges reasonable; in consequence prices of goods run pretty low.

The Island of Jolo was called by the Spaniards "The Pearl of the Orient" on account of the fertility of its soil. There is no finer land anywhere than that found on almost all of the islands of this group, but owing to the unsettled state of affairs among the Moros, cultivation of the soil is decidedly limited. Should the day ever come when the Jolo Moros are ready to become good citizens, it is not beyond belief to expect Jolo to come to the front as one of the most prominent agricultural islands of the Archipelago. Despite the well-known handicaps to agriculture and commerce, the business outlook is very bright. One case is a pretty fair illustration of what pluck and patience can accomplish. Mr. N. M. Holmes has by degrees successfully developed on the Island of Lapak a plantation consisting of rubber, tapioca, and cocoanuts. His tapioca already commands a high price in the New York market. There are 25,000 rubber trees, 10,000 cocoanut trees, and 250,000 tapioca plants. 10,000 rubber trees will be ready for tapping within the next year. Adjoining this plantation is one belonging to a Zamboanga corporation. Rubber and cocoanuts will be the chief products.

The Tawi Tawi group of islands, south of Siasi, contains some of the finest timber found in the Philippines. It is easily obtained and will undoubtedly in time be in great demand. The Sulu Timber Company is exploiting this proposition. It has already furnished many ties to the Philippine Railway Company.

For many years mother-of-pearl fishing was the leading industry and the chief export of Jolo. Latterly the same adverse conditions already referred to have seriously affected the work of the pearl boats with a consequent decrease in the number of shells exported.

Another industry which can and will become an important factor if fostered, is the gathering of sponges. From Siasi to the Island of Sitanki there are many varieties of sponges. Up to date little has been done to develop this industry. With the passage of a law, now in preparation, governing pearl and sponge fishing, by which licenses are reduced to a minimum and the fishing grounds better preserved, there ought to be a great stimulus to these two industries.

COTABATO

There has been little trouble either in the town or the District of Cotabato for some years, but want of capital has retarded the advancement of what is generally conceded to be the most fertile valley in the Philippine Islands. Magnificently watered and of vast extent all that is needed is money to open up a country qualified not only to supply enough rice to feed all the people of these Islands, but export as much more. Gutta percha has always been a staple export, but as the Moros have not learned modern methods of tapping trees and preparing the article for use, it does not command a regular or high price. The field for proper cultivation of gutta percha and rubber is almost without limit.

LANAO

This District, running from Iligan on the north side of Mindanao to Malabang on the Southwest, is one of the most picturesque in the Moro Province. The scene of many conflicts in the early occupation by our troops, it has given evidence in the last year of a desire on the part of a considerable number of Moros to lay aside the kris for the plough. Both military and civil officials are devoting much interest and energy here, as elsewhere in the Province, to encourage the Moros to take up peaceful pursuits with profit to themselves by opening markets for their products. The country between Camps Overton and Keithley is dotted with farms recently staked out and under cultivation, and these same conditions are seen in the fine rolling land lying between Camp Vicars and Mataling Falls. The Army has started a potato farm at Vicars where the soil is well adapted to the growth of the Irish potato. If successful, the industry will not only give employment to many Moros, but will put money into circulation among these people as a result of their labors. There are bad Moros still plying their trade in the District, but with the coming of the present Department Commander, for whom the people have a wholesome respect, due to his long successful contest with them, there is every reason to believe these outlaws will gradually come in and join with the better element in following the lines of peace and honest labor.

The Cocoanut Tree

(Continued from page 47.)

nut in these islands, that with improved machinery and careful handling 18 quintals (a quintal is about 220 pounds) of spinning coir and 5 quintals of bristle fiber can be obtained from every 10,000 husks. The husks of 270,000 nuts on this basis would produce 621 quintals of coir and bristle fiber of an average value in the London market of £16 or $80 per ton. The 621 quintals equals, approximately, 31 English tons so that the gross value of the coir product would be $2,480. The cost of producing the coir is placed by the same authority at half its value and after deducting $240 to allow for freight and insurance a net profit amounting to $1,000 remains on this by-product of copra.

By planting the area between trees in lesser products and engaging in poultry and stock raising in a small way the prudent farmer can make all of his ordinary expenses and when the trees begin to bear will have the value of the copra and coir practically clear.

From the census statistics of 1902 and late reports compiled by the Bureau of Agriculture, it is estimated that there are nearly thirty million cocoanut trees on the islands. The exports of copra for 1909 represent the product of less than ten million of these trees if their average production be placed at 60 nuts. However, this does not show the proportion of the trees whose yield of nuts is devoted exclusively to the production of copra, for vast quantities of that article are consumed locally in the manufacture of oil which is extensively used by the Filipino people in a variety of ways.

Many are engaged in the industry of manufacturing the oil, but usually on a small scale and in a very crude way. The methods of extraction employed vary in different localities, some grinding the pulp which is then boiled and the oil skimmed from the surface of the water, while others use presses to express the oil from the pulp. The residue of the meat from which the oil has been extracted is pressed into cakes and fed to cattle or used as fertilizer. The meat of nuts not used for making copra is consumed direct, as a food product.

Exports of cocoanut oil from these islands have never been large as shipment of the copra is easier and the expense so much less than that attached to handling and transporting the oil (for which metal receptacles of some kind have to be provided) as to render manufacture of the latter for export unprofitable as compared to the business of exporting the copra. Another condition that tends to discourage the manufacture of cocoanut oil beyond the demands of local consumption is the ability of large manufacturers in Europe and the United States to make more profitable disposition of the by-product than it is possible to do here, thus enabling them to pay comparatively high prices for the copra.

Marseilles takes by far the greater part of the Philippine copra exported and this article makes up nearly the sum of the exports from these islands to France. Great progress has been made at Marseilles in methods of refining the oil and converting it into bases for various preparations for the toilet, including soaps, creams, and numerous proprietary articles, but the most important invention that has had to do with the enlarged use of cocoanut oil is a chemical process by which it is converted into a tasteless, odorless, semi-solid substance in which form it is used as the base for an artificial butter pronounced wholesome and especially adapted for use in warm climates on account of its keeping and heat resisting qualities.

The industry of manufacturing this butter, which thus far has been confined to Denmark principally, is already demanding immense quantities of the oil and the success marked by its rapid development, points to future requirements so large as to appear incalculable.

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Col. Joseph N. Wolfson, Attorney-at-Law

COL. JOSEPH N. WOLFSON, the subject of this sketch, is one of the pioneers among the representatives of American business interests in the Philippines, and more than that, he is a veteran of the war, by the fortunes of which American interests became centered in these islands, for he came out in the Regular Army with the 12th Infantry at the beginning of 1899.

Born in 1856, on Red River Plantation, in the State of Louisiana, he spent his early days there, attending the schools of the state. At the early age of eighteen his peculiar business qualifications led to his being taken from the country college, where he was completing his studies, and placed in charge of a large mercantile house with an extensive country business. Being under the age of majority, he could not, in the eyes of the law, be held responsible for liabilities in a business connection, but this difficulty was overcome by his being emancipated under the Louisiana Law. For ten years he remained in commercial life, gaining the respect of his colleagues and the confidence of his customers.

His ambitions, however, turned more to law than to commerce. His heart was set on following his father's profession; Mr. Wolfson, Senior, was a lawyer, as was also the maternal grandfather of Colonel Wolfson. All his spare time was spent in attending the law courts and in familiarizing himself with the intricacies of the legal profession. In his twenty-ninth year he finally abandoned the responsible position which he held in the firm he had so long represented, and in 1884 was graduated from the Tulane University of Louisiana, in the Department of Law, and immediately commenced to practice his profession, beginning his career in the city of New Orleans. He made Personal Injury, Damage Suits, and Insurance Litigation, as well as Commercial and Corporation Law, his specialties. His previous practical training in mercantile life peculiarly fitted him for this particular branch of his profession, and therein he quickly gained for himself a very enviable reputation. Having thus established himself in New Orleans, he remained there until July, 1898.

War with Spain then broke out, and like many others, inflamed with patriotic zeal, he obeyed the call of his country and energetically interested himself in the volunteer organization, enrolling his name with the 3rd Mississippi Volunteer Regiment, mustered in Jackson City. The regiment, however, was given no opportunity of seeing active service in the Cuban War, so Mr. Wolfson succeeded in obtaining a transfer to the Twelfth Infantry—the famous "Jakey" Smith regiment, commanded by General Smith, of Samar fame. Coming to this country via the Suez, he arrived in Manila on the 14th of April, 1899, and immediately proceeded to the firing line. He saw a good deal of active service and hard fighting, the strain of war bringing about an illness which for a time incapacitated him from following the "fighting line." After six months' rest in the United States he returned to Manila, where he was assigned, on account of his special qualifications, to duty in the Judge Advocate General's office, the Philippines at that time, of course, being under martial law. He remained in this position up to the final completion of his term of service.

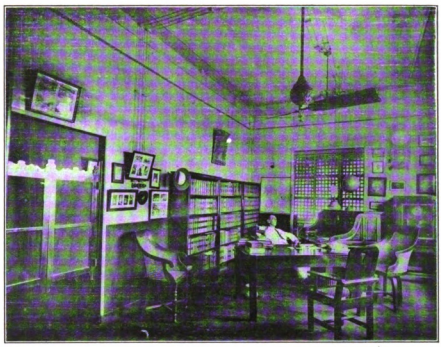
JOSEPH N. WOLFSON

On leaving the Army he commenced the practice of law in this city, joining his fortunes with the Honorable George W. Lyon, former Surveyor of the Port of New York, who came to Manila with the first Commission as their legal advisor, and this at the special request of Secretary of War Root. The partners commenced transactions under the name of Lyon & Wolfson, and continued to work harmoniously together until the unfortunate death of Judge Lyon, in May, 1906. From that time Mr. Wolfson has continued the business in his own name.

Since the time he commenced to practice his profession in Manila, Mr. Wolfson has represented several of the more important banks and large commercial houses and corporations, as their local attorney.

He has long been closely identified with real estate and provincial landed interests, doing considerable work in real estate transactions and land values. Closely identified with several of the most important copper, gold, manganese, and oil projects, he has supported his belief in the future of these islands by investing in these enterprises.

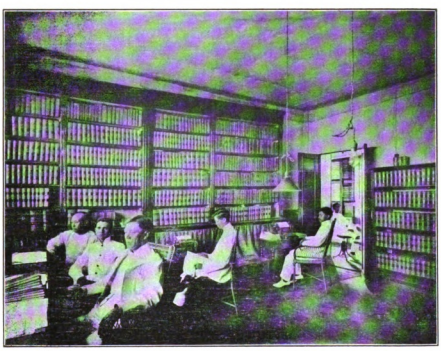
His residence in these Islands since American occupation, with his war experience, has given him an opportunity of acquainting himself with the peculiar requirements of local law, which, like that of his native state, Louisiana, is the Civil Law, and therefore fits him admirably for practice in the courts of these Islands.



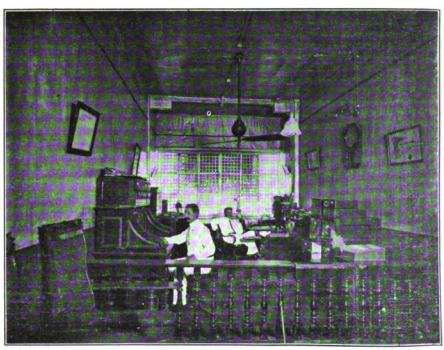
MR. WOLFSON'S PRIVATE OFFICE

Mr. Joseph N. Wolfson still keeps up his connection with the Veteran Army of the Philippines, of which order he is a Past Department Commander, and by virtue of his war record and his rank in the Veteran Army of the Philippines, he has the rank and title of Colonel, and indeed by that title he is most generally known throughout the islands.

The firm name will soon again change to that of "Wolfson and Wolfson," since Mr. Julian A. Wolfson Col. Wolfson's son, who graduated at Michigan University last June, is now in Manila, and will join his father in practice as soon as he passes the Code examinations here. Both father and son recently made a world tour.



FILIPINO STAFF AND LIBRARY



MANAGING CLERK'S OFFICE

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The Philippines Constabulary

By Colonel W. C. RIVERS

INVESTORS and settlers are always interested in the state of public order in a country where they are asked to assist in developing latent natural resources. In the Philippines the organization most connected with and responsible for the preservation of tranquility is the Philippines Constabulary.

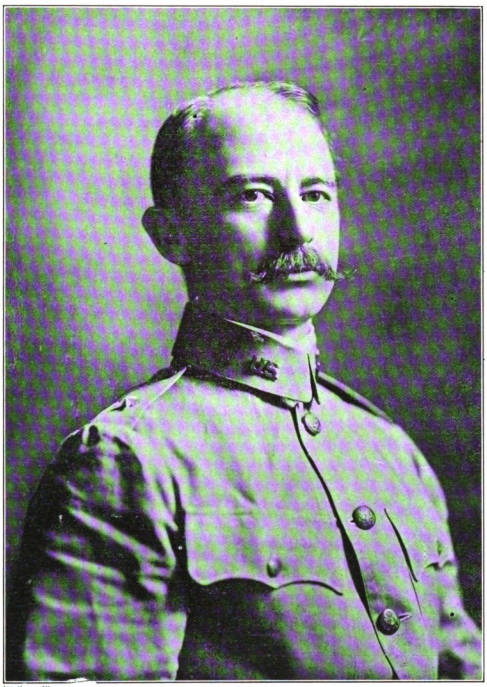
At the close of the insurrection in 1901, when it became necessary to withdraw the American troops from the 500 different stations occupied by them in every part of the Archipelago, it was evident that some force, under the control of the local government and having considerable strength and cohesion, was necessary to continue the work of pacification, to prevent crime, and to maintain order. This was the reason for the organization by President Taft, then Governor of the Islands, of the Philippines Constabulary which has had an important part in the pacification of the whole country until today the conditions with respect to crime and the security of life and property are better than ever before in its history.

There is nothing in the United States corresponding exactly to the Philippines Constabulary, which is similar to the armed military police forces to be found in Burmah and the British Northwest territory of America and also in some countries of southern Europe. The strength of the force is at present about 325 officers and a little under 5,000 men. For several years the number was 7,500, the reduction being made as various localities became more tranquil.

Of the 325 officers, about 75 are Filipinos and 250 are Americans; among the latter are many who saw active service in the Philippines as officers of the Regular Army or of Volunteers during the insurrection. All of the enlisted men are Filipinos, taken, as a rule, from the locality in which they are to serve. Men enlisted in the same province in which they serve have the advantage of knowing the trails and roads, and of speaking the local dialect. They are also acquainted with local relationships and political and social conditions among their own people, and this system has been found on the whole better than that employed where the men are taken as strangers to serve in another province where they are ignorant of local conditions and perhaps even of the language. Also where men serve in their native province they are more amenable to public opinion and are much less liable to antagonize the inhabitants, while experience has given no cause to entertain doubts or fears concerning their loyalty under these conditions.

The officers and men of the Constabulary are scattered widely throughout the Archipelago, occupying more than 125 stations, from the extreme north of Luzon to Bongao, one of the southernmost islands in the Sulu Sea. In the mountain region of Central Luzon are a number of companies composed of wild Igorots who make good soldiers, being tireless climbers among the rough hills, excellent shots, and superb sentries. They are not required to hamper their activity by wearing the full uniform, and a company, with the men dressed only in forage cap, flannel shirt, and cartridge belt, presents an odd appearance to the eye, but in such "light marching order" it is ready for quick work and to march almost incredible distances over the roughest mountain trails.

In Mindanao the Moros have made excellent Constabulary soldiers and have proven their prowess and loyalty in a number of stiff fights in company with the American troops when General Wood was pacifying that region. One notable occasion was the taking, by troops under General Wood, of the fort of the outlaw Paala in Jolo, where the assault on the fort was led by a force of Constabulary under Captains Williams and Coleman. The American troops voluntarily lined up and all gave three hearty cheers for the Constabulary after the attack had succeeded.



De Butts Studio

Brigadier General H. H. BANDHOLTZ, Chief of Philippines Constabulary

Many stirring deeds of personal valor and intrepid bravery are recorded among the reports of the Constabulary's operations on the part of both the officers and of the men, who have never failed to go where led by their officers, to whom they soon become sincerely devoted. Only recently Captain Elarth, in reporting the treacherous attempt of some of the wild tribes of Northern Mindanao to exterminate him and his little detachment who were alone more than four days' march from the coast in the trackless tropical forest, mentions with much feeling the conduct of one of his Filipino sergeants, who threw himself in front of his officer and received the spear thrust of the savage that was aimed at Elarth, in a fierce hand-to-hand struggle, where the officer and the sergeant had each killed one of three men who were charging them, leaving the third almost on them just as they both emptied their rifles.

The conduct of Major Fletcher, when a newly appointed lieutenant, in rescuing the large steamer "Dos Hermanos" from its mutinous crew, is well known. The officer sitting in his nipa house after dusk at the lonely village of Virac, the last place one would pick for an adventure, heard suspicious sounds on the steamer lying at anchor a short distance off shore, and quickly securing his arms and two Constabulary soldiers, rowed out in a small banca, to find the steamer slowly pulling up anchor and swinging about under charge of the mutinous crew who had overpowered or killed the officers and who were executing orders to move the ship. Jumping to the ladder, Fletcher had his two men push off a short distance and maintain a fire at the top of the ladder so as to prevent his being cut down as he climbed aboard. Reaching the deck, with his revolvers he soon had the crew of thirty men under control, or such part of it as remained either alive or on board, for when Fletcher began clearing the deck a number leaped into the sea. Releasing the imprisoned and wounded officers from their staterooms, the lieutenant bade them take charge of the moving ship and anchor again at Virac to await a new crew from Manila.

While many such deeds as Fletcher's, and that of Knauber's beating off single-handed a gang of outlaws that attacked him in Cavite, and White's gallant charge with his Constabulary company at the head of the American troops under General Wood at Bud Dajo in Jolo, were performed under conditions of exciting strife, the Constabulary has had a number of men who, away from any chance to be seen or applauded, have steadily kept up constructive work under lonely conditions. The civilizing work of controlling and governing the Igorots and bringing them under surveillance where their barbarous head-hunting and other practices could be stopped, has brought out the good qualities of a number of Constabulary officers, among whom Captains Case and Gallman have become well known. In the remote parts of Mindanao, Constabulary officers have often been detailed, in addition to their regular routine work, as sub-governors, justices of the peace and secretaries to the local governments, and have been found very valuable in such positions.

Many of the officers are married, and their work is much aided by the tactful and kindly interest of American women in the affairs of the villages and by the influence of their attractive homes. The young Filipina girls (and in no country do women have more influence than among the Filipinos) are, once their shy fears are dissipated or overcome, ready and anxious to learn from American women in their homes, and in this way the latter, when sympathetic with the people, have a helpful and far-reaching influence.

The Governors General have often spoken of the Constabulary as the "right arm" of the civil administration, and while at first the native governors of the third-class provinces were suspicious of the Constabulary and felt that it was a force set to watch them, they soon realized that the Constabulary existed only to aid them, and they also soon learned to lean on it, with the result that, as the greater tranquility of the Islands and the smallness of the revenues have made it advisable to reduce the enlisted men from the original 7,500, the Filipino governors have been, almost invariably, among the first to protest against the reduction.

Many conditions are so new to the recently

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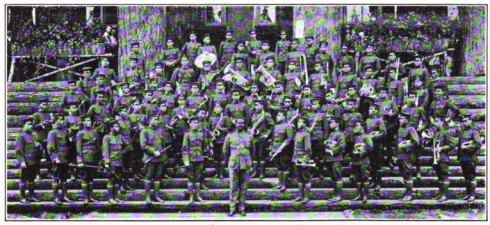
appointed officer on arrival that for his benefit and for the benefit of young Filipinos when first appointed, a school of instruction is maintained, where officers undergo three months' preliminary work before being sent out to the provinces. The Constabulary School is located at Baguio, the summer capital, where the coolness of the climate is conducive to study and hard work.

The Constabulary force is so small that usually but two or three companies of about 50 men each are assigned to a province, so that but few of the towns have a detachment. The companies allotted to a province are often divided into two detachments of about 25 men each, placed in neighboring towns. The company officers look out for the territory adjacent to their stations and send small patrols considerable distances in all directions to watch the highways, inquire as to conditions, and to take action if any crime or robbery is reported to them.

The Governor General administers the force through the Chief of Constabulary, who impresses upon the officers the policy of the government, and who is responsible for the instruction and discipline of the organization. The Chief of Constabulary has the rank of Brigadier General in the Army, and several of the Assistant Chiefs have the rank of Colonel.

For purposes of administration the Islands are divided into five districts, each of which is in charge of a District Director, who is one of the Assistant Chiefs. Each district includes a number of provinces, for each of which there is a Constabulary officer in charge, called the Senior Inspector of the province. The Senior Inspector lives at the provincial capital and works in harmony with the Governor and helps him in all matters connected with the public peace. The position is an arduous and responsible one, demanding a high degree of ability, energy, and adaptability for the successful performance of its duties.

The patrols visit neighboring towns on market days and mingle with the people who come in on such occasions from all directions to hear what the people are talking of, and frequently in this way get information or clues of value as to the perpetrators of crimes. Aside from its general activity in keeping the peace and running down outlaws or criminals, the Constabulary is called upon by all branches of the government at times for various odd jobs. They guard jails in some places and furnish escorts for public or private funds passing through isolated places when the amounts are so large as to be a possible temptation; serve search warrants; assist the revenue officials and customs officers in searching for smuggled opium or other contraband; furnish escorts for Commissioners or other officials travelling in remote places; escort prisoners from the provincial capitals to the central penitentiary at Manila, or from there to the penal settlement at Iwahig or to some public work on which convicts may be employed, and aid the health authorities in their work among the people.



THE CONSTABULARY BAND

Captain LOVING

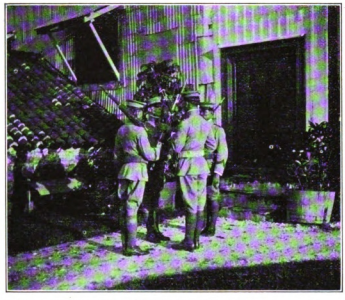


Photo Supply Co. RELIEVING THE GUARD

Manila owes much to the famous Constabulary Band for its delightful concerts on the Luneta and its assistance at so many public and semi-public functions and entertainments. The band is well known in America from its tour at the St. Louis Exposition in 1904 and its participation in the inauguration of President Taft and subsequent long tour in 1909. The band is always cordially welcomed back by the residents of Manila. The leader, Captain W. H. Loving, is a musician of ability, who is a born conductor. All the 80 members of the band are Filipinos. In addition to the well known Manila band there is a district band at each of the several district headquarters, which are at San Fernando, La Union, Iloilo, and Albay.

While the position of the young American who is station commander at a remote provincial or mountain village is one that on account of its isolation often arouses sympathy for the occupant, yet it has many compensations that rarely fail to attract desirable characters who become deeply interested in their work and attached to their men. The possibilities for good before a young man of culture and education, for to such the people instinctively render deference, are immense. If he, by his manner of life and studious habits, courteous bearing, and active sympathy for the people, wins the regard and respect of the community, there is nothing they will not do for him, and his influence on the thoughts and conduct of the growing generation can be a large force for good. Frequently young officers of the best grade find themselves far from the centre of authority and remote from the routes traveled by visitors, and must feel often that their work is unknown and their accomplishments unappreciated. Under such circumstances many become temporarily discouraged, but are sustained by the never-ending interest in the work itself and the inspiration that comes from being one of a number of Americans chosen to carry out a great work in this far-off country.

The majority of the officers are young men, most of them being under 30 years of age, while only a very few are 40. The American officers are usually appointed by the Chief of the Bureau of Insular Affairs in Washington, and sent out to the Philippines by the government. The selection is confined, as a rule, to young men who pass the same physical examination as is required of the officers entering the Army, and who are graduates of some regular college or university. Many graduates of the military and state colleges in America, at which regular Army officers are kept as instructors, have entered the Constabulary. For young men who desire to see something of the world and to assist in the great work our country has undertaken in the Orient, the Constabulary service has proven very attractive, and very few desirable officers leave it unless they are forced for business or family reasons to return home.

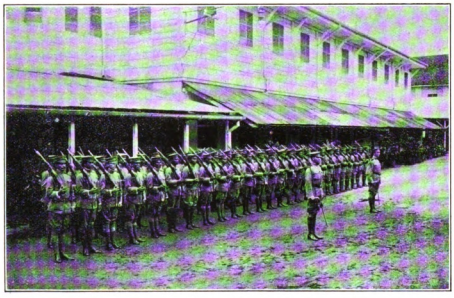
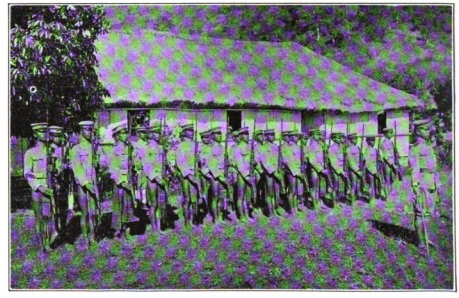


Photo Supply Co. A COMPANY OF CONSTABULARY, MANILA



AN IGOROT COMPANY

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The Steamship Minnesota

on the Direct Manila-Seattle Line

C. F. McWILLIAMS,
General Agent for the Orient
10 Bund, Yokohama.

MACLEOD & CO.,
Agents, Manila and Cebu.

SINCE the launching of the Great Northern Steamship Co.'s s. s. *Minnesota* the trip between the Pacific Coast and Manila can be made with all the luxurious comfort that for many years has fairly kept alive with eager sightseers the more turbulent Atlantic, where the fame of the ocean greyhounds has traveled from one end of the land to the other and attracted those timid souls whose longing for foreign travel had been exceeded only by their dread of the rolling and tossing and pitching of ocean-going steamers.

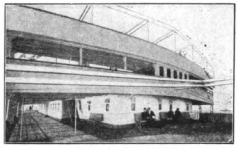
WHEN PLANNING YOUR TRIP

The company advertises—and it is literally true—that the equipment of the s.s. *Minnesota* does not include table racks because they are not needed, no matter how rough the weather. This big liner is so massive and the lines of her construction so perfect, that timid persons may safely cross the Pacific on her with the certain knowledge that they will be able to eat every meal in the vessel's palatial dining saloon.

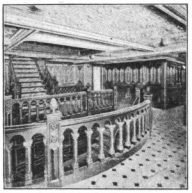
The *Minnesota* is 630 feet in length, 73.6 feet in beam, and 56 feet deep from the keel to the saloon deck amidships. Add to this the height of the various decks and the total depth from the keel to the upper navigation bridge is 88 feet, 4 inches. The total deadweight capacity is 23,000 tons of 2,240 pounds, in addition to the weight of stores and equipment, while the vessel has a cubical capacity of 28,000 tons available for the stowage of light cargo.

Two thousand people, including 318 cabin passengers, and 1,500 troops or Asiatic steerage, may be accommodated in addition to a crew of 250 men.

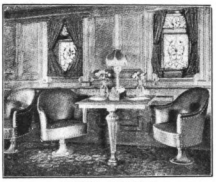
No other ship has ever been built with a more complete combination to counteract and reduce to a minimum the risks of ocean travel. The vessel is built with a complete double bottom, each independently capable of floating the ship in the event of damage, and between which many tons of water can be carried to increase stability or submerge the vessel to any draft desired. A longitudinal steel bulkhead further extends the entire length from keel to main deck, thus dividing the ship into two sections, which are again traversed by twelve thwartships bulkheads, producing twenty-six watertight compartments, thus practically eliminating the dangers from collision to which vessels of ordinary construction are subject.



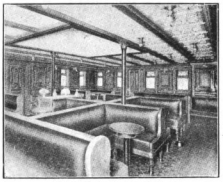
PROMENADE DECK



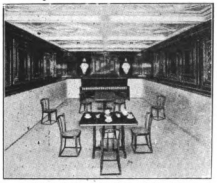
GRAND STAIRCASE



IN THE LIBRARY



THE SMOKING ROOM



CHILDREN'S PADDED PLAY ROOM

The vessel has an approved system for extinguishing fire, and carries steel life-boats, rafts, and other life-saving equipment.

A system of fresh air ventilation is a distinctive feature of the *Minnesota*. This adds much to the comfort of passengers.

An important feature of this liner is that the cabin accommodations are all outside rooms, situated amidships on the bridge, promenade and saloon decks. Second and third class accommodation is provided on the main decks.

On the *Minnesota*, a passenger sitting in his stateroom may call up by telephone any other passenger on the ship. Each room has a telephone which is connected with the central telephone office which controls the entire ship. Electric reading lights under the direct control of the occupant are so arranged in each berth as not to disturb anyone who may be occupying the adjoining berth. Each stateroom is equipped with a spacious wardrobe and fittings.

For the benefit of those who desire the most luxurious of accommodations, *suites de luxe* have been arranged on the bridge deck. These consist of bedroom, sitting-room, and bath-room, perfectly equipped and exceptionally large, paneled in oak, mahogany, and other woods. They are all elegantly furnished with comfortable brass beds, lavatories, etc.

The main dining saloon seats 190 persons, and is finished in paneled mahogany. The ceiling is in handsome stucco work of cream and gold.

The music room is the most comfortable and inviting part of the ship. Elegant upholstery and fine furniture and writing tables give the room a desirable and home-like appearance.

The library, adjoining the music room, is a work of art. It is furnished in buff and gold and paneled in quarter oak. It is furnished with reading and writing tables, book-cases, chairs and lounges, and a circulating library.

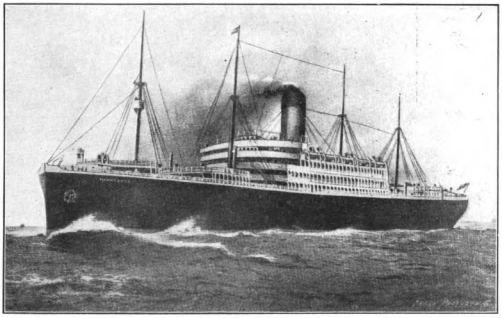
The smoking room is another inviting spot. It is situated on the after end of the bridge deck, and has panelings of Flemish oak, with stucco ceiling. The upholstery is of red leather. A large skylight in the center of the roof admits light, and smoke is drawn off by a fan located in the skylight above the stained-glass screen.

The nursery, or playroom for children, is another feature of the *Minnesota*. The floor and panels are felt-padded and covered with canvas, for the protection of the children. The furniture is of special construction, and made for the accommodation of the little ones.

The *Minnesota* also includes a barber shop and a modern steam laundry which is the finest plant of its kind ever installed on a vessel. The kitchens are under the supervision of an experienced *chef*, and aboard the *Minnesota* one may enjoy as excellent *cuisine* as may be obtained in any city in the world.

The Great Northern Steamship Company is the Eastern extension of the Great Northern and the Northern Pacific Railway companies. Leaving Seattle, the regular course of the *Minnesota* is direct to Japan, the first stop being made at Yokohama, fifteen days from Seattle.

Manila is the Oriental terminus of the line, and Manila passengers are taken direct to Seattle via Japan, instead of suffering the long waits in China coast ports which are the generally acknowledged unpleasant feature of a trip home for the Manila resident.



THE S. S. MINNESOTA
THE LARGEST VESSEL SAILING THE PACIFIC OCEAN

LENGTH 630 FT.

THE MINNESOTA IS EQUIPPED WITH WIRELESS.
28,000 TON CAPACITY. - - - STEADY AS A HOUSE.
EQUIPMENT DOES NOT INCLUDE TABLE RACKS.

DEPTH OF HOLD 56 FT.

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Messrs. Wm. H. Anderson and Company

IMPORTERS

FOR the up-building of a successful business there are several important essentials. Granted a specific training in some particular line, the first requisite is the ability to recognize an opportunity; then comes the application of such training to the enterprise embarked upon. A determined perseverance with a patient attention to detail are also necessary requirements. Messrs. Wm. H. Anderson & Company, the subjects of this sketch, are undoubtedly fully equipped with these qualifications.

From the day that the "Stars and Stripes" were first unfurled over Manila Bay there have been enterprising Americans whose trend was toward commercial life, and whose faces were turned to these Islands either by the fortunes of war or by deliberate choice. Many who came to this fair country in the early days of American occupation saw real possibilities for the establishment of businesses under the auspices of the new régime, and such men are today enjoying the reward of their perspicuity and industry. Not every firm, however, which started business after the American occupation "made good"—as might be expected, there have been shipwrecks. No matter how well launched a business may be, there must be good timbers in the craft and a worthy skipper on the bridge, otherwise the voyage may prove disastrous. However, it is safe to say that the history of the Philippines since 1898 has been the history of many a successful and flourishing business. From all the Islands there are records of faithful service, patient industry, and sound horse sense, resulting in the establishment of commercial interests that are today prospering and permanent.

In July, 1898, in obedience to the call of his country, Major Wm. H. Anderson, who is a graduate of West Point, came out to these islands as an officer in the Volunteer Army, serving faithfully and well through the arduous campaign, and returning to the United States when in due course he was released from military duty. While over here he saw enough to convince him that here lay a fair field for business enterprise, and he returned to take up the Assistant Managership of the Pacific Oriental Trading Company. Soon afterwards he became their Manager in Chief. Owing to business exigencies this company finally decided to withdraw from the Islands. Maj. W. H. Anderson, however, believed there were possibilities for a new company, so on May 12th, 1904, he formally took over the principal agencies of the old concern, and commenced business under the title of Messrs. Wm. H. Anderson & Co. The new Company was particularly fortunate in securing the services of Mr. Leon Rosenthal as Manager of the Import Department.

Manila is rapidly becoming one of the most important trade centers of the Orient, and draws to her harbor and warehouses a great part of the trade that at one time was trans-shipped to Hongkong and Singapore. No longer do the Spanish merchants and religious and lay corporations of Manila carry on this trade alone, nor do they hold the sole right to the cargo of ships as formerly. Under the trade freedom of the United States, wherein all nations enjoy equality, and with the advantage of improved

Major Wm. H. ANDERSON

harborage and wharves, the import and export trade of the Philippines has marvelously increased. Profiting by this advance, Messrs. Wm. H. Anderson & Company have built up, by real business grit and application, one of the most flourishing commercial concerns in this progressive and prosperous city.

One great sign of the changed order of things is found in the character of the many new buildings which have sprung up all over the islands. Many of the old churches and convents of the Philippines are beautiful specimens of architecture, but the new spirit, which is the spirit of commerce and development, has turned rather toward the building of necessary schools, government institutions, municipal offices, wholesale and retail stores, beautiful clubs, hotels and comfortable homes. Owing to the peculiar needs of the country, and as a protection against fire and earthquake, most of these buildings have been put up of reinforced concrete and cement. Such also is the material used in the construction of bridges, wharves, railway stations, irrigation canals, etc. In securing the sole agency for the Green Island Cement Company of Hongkong, Messrs. Wm. H. Anderson & Co. were able to place on the market a "Portland Cement" that by its very reputation commanded a ready sale; they met a great demand with a good material, and it is an established fact that more Green Island Cement has been used throughout the Islands than all other brands combined. They also import fire brick and fire clay, glazed sewer and other piping, tiles, ruberoid roofing, and other such merchandise required for government, municipal, commercial or private building enterprises.

MANILA BODEGAS OF WM. H. ANDERSON AND COMPANY

The amount of canned goods consumed in this country, and indeed throughout the whole East, is greater than the average man realizes. Fresh milk and butter, especially in the provinces, even when obtainable—and that is seldom—is likely to contain germs not congenial to the American and European stomach. Away from the military posts and half a dozen principal cities directly and constantly in communication with Manila, fresh meat is at a still greater premium, and, like other edibles, the American and European are accustomed to, even when they can be purchased, will not keep long in this sub-tropical climate. Therefore, for many of life's absolute necessities, and most certainly for its luxuries, folks must perforce turn to the canned goods put on the market. One of the most deservedly popular brands is that of Libby, McNeill, and Libby, for whom Messrs. Wm. H. Anderson and Company are the agents. Their meats, pickles, olives, condiments, preserves, jams and jellies are in great demand. Messrs. Swift and Company, famous for their Sealtite hams and bacon and Silver Leaf Lard, are also represented by Messrs. Anderson and Company.

The Great Western Cereal Co. of Chicago also import through these same warehouses, every ship bringing fresh supplies also of Royal Maize Corn Meal, Royal Seal Oats, Mother's Old Fashioned Steel Cut Oatmeal, and other cereals. The Tacoma Grain Company send great quantities of flour through their agents, Messrs. Wm. H. Anderson and Company, and Gorman and Company, the famous salmon packers of Seattle, are also largely represented.

Australia sends through Messrs. Wm. H. Anderson and Company the well known products—biscuits, crackers, cakes—of the Swallow and Ariell Co., Ltd., of Melbourne, while Messrs. Colgate and Company of New York dispatch regular shipments of perfumeries, toilet soaps, talcum powders, dental cream, etc. As the old adage has it, "All work and no play makes Jack a dull boy." Messrs. Wm. H. Anderson and Company, wisely anticipating a demand for sporting outfits and means of recreation, made arrangements for the supply of such things. They are the sole agents for the Philippines for the Brunswick-Balke-Collender Company's billiard and pool tables, bowling alleys, and billiard supplies.

Representing so many well known firms, and meeting so varied a public demand, an import business like that of Messrs. Wm. H. Anderson and Company is one that calls for the exercise of considerable business acumen, and the success of the firm in building up this extensive import trade is sufficient to prove them competent to deal with the growing export trade of these Islands. This is an important point, for the Philippines have now begun to cater to the foreign markets, and every new year finds ships as deeply loaded on leaving Manila as they are upon entering the port. The Filipino workers, as individuals, cannot deal with the export trade in a manner worthy of its importance, but through a clever business firm, whose fingers are on the pulse of the world's market, they will be able to place their products to advantage; hence the call for an expert firm to deal with this export trade.

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Ambos Camarines

CHAS. M. DAVIS
District Auditor

Mr. W. C. OGAN, Provincial Treasurer

Mr. J. L. HARRISON
District Engineer

THE province of Ambos Camarines is the result of the merging of two provinces that were formerly known as Camarines Norte and Camarines Sur, respectively. The province now has a population of something over 165,000. The capital, Nueva Caceres, is an enterprising city situated on the river which flows into the San Miguel bay, on the west coast of lower Luzon. Ships of sufficient size to carry on the commerce of the province are able to come down the river into the city. While this is the usual freight route, passengers can make the trip from Manila to Nueva Caceres more quickly by disembarking at Pasacao, a small town on the east coast, and making the journey thence overland by a trail which connects the two towns.

It is in Ambos Camarines that the provincial life of the Filipino has reached its highest state of development, and it is here that the government finds the readiest coöperation on the part of the masses. The Bicol character is not a vicious one, but quite the contrary; and in the early days of the American occupation it was in Ambos Camarines that the American was best received in the homes of the people.

By nature the Bicols are a light-hearted people, and they enjoy dancing and other amusements to a greater degree than do any other people in the Islands. They are also industrious as their present prosperity shows. They are strongly inclined to education, and throughout the province the schools are filled to overflowing with the younger generation in pursuit of knowledge.

Ambos Camarines, as the name implies, was, from time immemorial, the granary or storehouse of Southern Luzon and the adjacent islands. It is about three times as large as the state of Rhode Island and has a population of about a quarter of a million, known as Bicolanos. The Bicolanos speak the Bicol dialect. The educated ones speak also Spanish or English, or both. The Bicolanos are a peace-loving, happy, and contented people of strong religious faith whose principal characteristic is their hospitality.

Besides the Bicolanos we find Tagalogs, Visayans, Ilocanos, and others who have become permanent residents of the province and who have aided largely in its development. There are several hundred Chinese, engaged mainly in retail trade, who also deal heavily in rice and hemp. Also there are about one hundred Americans in the province engaged in private business and in the government service, and several hundred Spaniards engaged in farming and mercantile enterprises.

Hon. MARIANO PERFECTO, Provincial Governor, Ambos Camarines

RELIGION

With the exception of a few thousand Negritos around Mt. Isarog and the mountains of Ragay who are non-Christian the Bicols are practically all Roman Catholics. The most imposing structure in every town is the Church, usually of stone. Daily, the most devout may be seen, prayer-book in hand, wending their way to and from Church, while on Sundays and holidays, almost the entire population attend divine service.

EDUCATION

Ambos Camarines ranks second to none in the excellence of her schools. Eighteen American and over two hundred Filipino teachers are giving instruction in English to over ten thousand students. Each town and barrio has one or more teachers. Besides the high, intermediate, industrial and primary schools for the Christian inhabitants, schools have also been established for the Negritos. The Catholic Church has its parochial schools in all towns, besides its college and seminary in Nueva Caceres. The Bicolanos show a keen interest in education.

PEACE

The Bicolanos are the quietest, most peaceful and law-abiding people in the Islands. Peace reigns here because the people love peace. The companies of Constabulary stationed in the province are living in perfect harmony with the people. There is no sign of any disturbance.

HEALTH

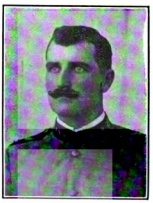
Health conditions are excellent. The death rate is no higher than in the United States. Typhoid fever, diphtheria and scarlet fever are unknown. Not a case of smallpox has been reported for more than two years. Amoebic dysentery is rarely found. Artesian wells are being drilled in the towns where mountain streams or springs are lacking. The famous Lanot springs furnish in abundance a mineral water superior to any used in the Philippines, while the sulphur springs of Sipocot and Pasacao are well known for their health-giving properties.

AMUSEMENTS

The people are fond of amusements. Different forms of gambling and cock-fighting formerly furnished the principal amusements for the male population. Now a game of baseball and athletic sports will draw cheering thousands while the cock-pit must be content with hundreds. Tennis, basketball, and dancing furnish amusement for both sexes. Ducks, snipe, and other birds, as well as deer and wild hogs, abound in such numbers as to make this a veritable paradise for the huntsman.

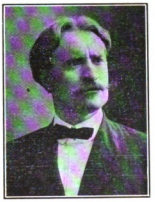
IMPROVEMENTS

During the past year about two hundred and twenty-five thousand pesos were expended in public improvements. About one hundred and twenty kilometers of public road was put in first-class, permanent condition, with reinforced concrete and steel bridges spanning the streams and waterways. While much yet remains to be accomplished, the past year's record augurs well for the future. The new program of material improvements inaugurated by the present



Capt. E. O. WORRICK
Expert Hemp Grower and Dealer

D. PEDRO BONNEV.
Extensive Hemp Grower



Mr. R. E. MANLY
Lawyer, Agriculturist and Mine Owner

D. CELEDONIO REYES
Extensive Rice Grower

D. LUDOVICO AREJOLA
Clerk of Court

Maj. J. W. SWANN
Philippines Constabulary

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Insular administration will receive hearty support from Ambos Camarines, and the present year will see, not only the unfinished roads and bridges put in first-class condition, but the heart of new districts tapped, districts whose virgin soil only awaits the hand of man to be converted into rich fields of abaca, rice, cocoanuts, cacao, coffee or any other product which the planter might desire to try. The magnificent provincial building was rebuilt during the past year also. A new provincial high school is to be built this year at a cost of over fifty thousand pesos, as well as a trades school at a cost of about ten thousand pesos. Work has begun on the Manila Railway Company's line which is to extend from Legaspi to Manila, passing through the heart of Ambos Camarines and opening up rich agricultural and timber lands which have heretofore been untouched. The completion of this road will bring the province within a few hours of Manila, while by steamer it requires one day.

WATERWAYS

Camarines is blessed beyond her sister provinces of the Archipelago with natural means of transportation. Many of her important towns are situated on arms of the sea, thus enabling sea-going vessels to load from her wharves. The great majority of the remaining towns are situated on navigable rivers, lakes or canals admitting of the free entrance of inter-island or river steamers, thus affording a sure and cheap means of transportation at all times. The few towns that cannot be reached by water transportation are not far distant from ports or navigable rivers.

FORESTS

Virgin forests of valuable timber such as narra, molave, guijo, etc., cover the mountain sides. They only await the magic hand of enterprise. Only a small beginning has been made in the development of the timber industry of the province, Mr. John Orr of Dalupaon being the pioneer.

MANUFACTURE

The field of manufacture is yet to be explored. Very little manufactured goods are exported. Sinamay, jusi, piña, crockery, furniture, hats, etc., are manufactured, but only to a small extent. There is limitless water power for manufacturing plants and electric power, and while skilled labor is scarce, enough is available to meet present needs. Unskilled labor is abundant and cheap, and, under proper training, the Bicolano becomes a good mechanic.

MINES

While deposits of quicksilver, coal, lead, silver, and copper may be found in any of the mountain ranges, sufficient investigation has not been made to determine whether the quantity and quality are such as to warrant the investment of capital. Not so with gold, however. For centuries the natives have been washing gold along the streams of Paracale and Mambulao, but no effort seems to have been made to get the gold by dredging until after American occupation. Spasmodic efforts were made from time to time during the Spanish régime to work the Tumbaga, San Mauricio, and other quartz mines, but without success. Finally the properties came into the hands of Messrs. Ingersoll and McDonald. Through their efforts capital was raised and a twenty-stamp mill was erected

PROVINCIAL BUILDING, NUEVA CACERES, AMBOS CAMARINES

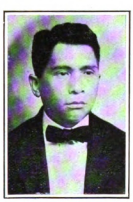
on the San Mauricio and is now at work. The Tumbaga is also being rapidly developed and is sending gold to Manila. Other quartz properties owned by Camarines and Manila people are being developed. The crude method of panning gold has given way to the modern dredge. In the Paracale district there are three dredges now at work, which are sending bi-weekly shipments of gold to Manila. They are the Paracale Gold, the Philippines Gold and the Stanley, while the Paracale Extension and other companies have dredges ordered.

It is estimated that the output of gold from Paracale and Mambulao during this year will be in the millions. These districts have passed the experimental stage. That they are fabulously rich no one doubts. The extent of the fields rich in the precious metal has not been definitely determined. Claims have been staked with such rapidity that thorough tests have not yet been made on all ground.

AGRICULTURE

While this province has been handsomely endowed by the Creator with all that pertains to the four sources of its wealth, namely, the sea, the forest, the field and the mine, it is the most important of the four—the field—that has made the province known and famed throughout the Archipelago: while her seas, her rivers, and her lakes abound in fish of all kinds and furnish food for her people; while her forests of rich timber retain the moisture, giving constant streams for irrigation and water power, as well as lumber for the manifold uses of man, and the purposes of commerce; while her gold mines are yielding handsomely and give promise of yielding untold millions in the years to come; while her deposits of coal, quicksilver, lead, copper, and other minerals may prove to be fabulously rich; yet the hope of the people of Ambos Camarines lies in her unlimited agricultural possibilities, her mountain slopes and hillsides from which thousands and thousands of bales of hemp are harvested monthly, her groves of majestic cocoanut trees laden with precious fruit ready to be converted into copra or oil, her expansive rice fields which, under proper cultivation, are capable of producing sufficient rice to feed the entire population of the Islands. While in the production of hemp Ambos Camarines must yield to her sister on the south, Albay, and in the production of copra, to her sister on the north, Tayabas, it is not because she lacks virgin soil suitable to the production of both in quantities sufficient to give her first place, but it is due rather to the fact that her extensive rice fields were more inviting to her people and yielded quicker and larger returns. The magnificent forests and high mountain ranges guarantee sufficient rainfall to make hemp-growing sure and profitable. The virgin lands suitable for growing hemp are so large in area as to be sufficient for all investors. Land may be bought from the government at $2.00 per acre. Most parts of Ambos Camarines are situated in such close proximity to the sea as to make the growing of cocoanuts a success anywhere except in the extreme lowlands, while large areas especially suited to the growing of cocoanuts may be purchased from the government or from private owners. Immense fields of hemp and stately groves of cocoanuts to be seen in all parts of the province prove beyond a doubt that the growing of hemp and cocoanuts is easy and profitable. Mr. R. R. Richmond has demonstrated with thousands of flourishing trees that rubber grows faster here than in the Straits Settlements. During three years of experiment no insect enemy to the trees has appeared. This, with her abundant rainfall and suitable soil, makes Ambos Camarines an ideal place for rubber plantations. The trees reach a height of from ten to fifteen feet in one year.

Rice culture has always occupied first place in the province, but of late years only about twenty-five per cent. of the rice lands are under cultivation. Formerly every farmer had his herd of cattle, horses and carabao, while the larger herds numbered thousands; but these were decimated by rinderpest and surra, leaving the farmer without work animals. Rinderpest has been practically eradicated and surra has been checked to a large extent, and the farmer is slowly but surely recovering. As the farm is the source of prosperity, Ambos Camarines cannot hope to enjoy its full measure until its lands are under cultivation. For the speedy realization of that wish capital is needed. Here is ample opportunity for safe and profitable investments.



D. TOMAS FLORDELIZA
Provincial Fiscal

D. JUAN PIMENTEL
Hemp and Cocoanut Grower

D. MIGUEL SORRATO
Hemp Planter

MARIANO DE LA ROSA
Third Member Provincial Board

D. ANDRES GARCHITORENA
Hemp Grower

D. SILVERIO CECILIO
A Leader

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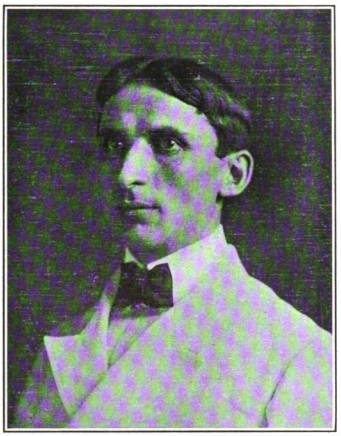
ROSENBERG'S

Carriage Works and Livery Stables

STARTING with one little iron-tired carromata and a Filipino pony, both of which were bought out of his pocket-money, Mr. Harry Rosenberg, of the Carriage Works and Livery Stable fame, now owns an up-to-date plant and, at a low estimate, fifty horses and a quarter-hundred vehicles. The story of his early struggles, his tenacity, and his cheerful courage is well known to his many friends in Manila, and no one grudges him the hard-won success he enjoys today.



Mr. HARRY ROSENBERG

Born in Rochester in the State of New York, in 1880, he lived an uneventful life until the war broke out in Cuba, when, with many other of his young fellow-countrymen, he enlisted in the Army for active service, joining the 15th Infantry at Huntsville, Alabama. Thus commencing soldier life at the early age of eighteen, he saw service in Cuba, going from there to China where his regiment had been ordered at the time of the Boxer outbreak. He saw none of the fighting in China, however, being in that part of the 15th Infantry which separated from the rest under orders for immediate service in the Philippines. Landing at Manila, he and his comrades marched out into the Laguna country and assisted in the pacification of that province.

Upon taking his discharge from military service in November, 1901, Mr. Rosenberg joined the Manila police force, where he had an excellent opportunity to estimate the possibilities for a young man starting out in business for himself, and the result of his investigations was the purchase of a little two-wheeled carriage and native pony, which he placed in charge of a competent Filipino, and hired out. As soon as his savings and earnings would permit he bought another, and with these two carromatas and ponies he established a livery business under the name of the Crescent Stables. The concern steadily grew larger, and, finally, leaving the police force, Mr. Rosenberg entered into partnership with a Mr. Holloway, to whom he sold out in 1904, and started a separate concern in another part of the city. This latter, in Calle Real, was called the Ermita Stables, and having once properly started the business Mr. Rosenberg left it in charge of a manager, and set out for a trip around the world. Upon his return he found that in his absence affairs had not gone as well as he had expected; the stock had seriously deteriorated, and there were debts to the amount of six thousand pesos to be met. Disappointed, but far from being discouraged, he bravely attacked the proposition, and not only paid every cent of the accumulated debts, but also pulled the business out of the slough of mismanagement into which it had fallen, and made it the leading concern of its kind in the city. This, of course, took time, yet within twelve months of his return he had organized a Carting Company with drays and wagons for hauling heavy material, as well as a Carriage Repair Shop in Tondo, and an additional stable in the Binondo district, called the Palace Livery Stables.

In July 1905 he consolidated all these concerns and moved them to one center in Calle Nueva, where today, in the same location, stand the now well known "Rosenberg's Carriage Works and Livery Stables." The site he leased had been discarded as unsanitary and unfit for habitation. With his usual energy he filled in and practically reclaimed the entire premises, erecting first such buildings as were most urgently required and gradually improving them. The present large two-storied works, offices, and stables, are soon to give place to still better structures, and Mr. Rosenberg is determined to make his concern the finest of its type in the whole Far East.

A visit to these carriage works and stables proves more interesting than the casual person would imagine.

On the ground floor, to the left of the commodious stables, are the offices, where day and night clerks wait at the telephone and attend to the various duties connected with the business.

By the time this journal is in print, Mr. Rosenberg will have received from the United States four of the latest pattern improved Mitchell six-cylinder 50-horse-power motorcars.

The four cars now in Mr. Rosenberg's depôt are to be adjutant to his stables, and he intends adding more in due course. Above the garage, store-room, and stables, are the carriage shops and workrooms, where all kinds of vehicles are built and repaired. The works are equipped with the latest pattern trucks for holding and lifting the various vehicles, and the labor-saving devices ensure accuracy as well as cheapness. The forges are fitted with fan-draughts, driven by an electric motor, and the different drills, etc., are worked by electricity. Mr. Rosenberg has made extensive experiments along practical lines in order to obtain varnishes suitable for this sub-tropical country and has succeeded in obtaining a varnish for his carriages that will stand the peculiarities of the climate. The leather fittings and upholstery have also been subjected to careful investigation, and all work of this kind turned out of the shops is of the most satisfactory character. Such carriage components as are imported come direct from the best manufacturers in the United States, and a large supply of carriage materials is always kept in stock. A big repair business is done, and the majority of the carriages that run today in the city of Manila have either been built by Mr. Rosenberg or have at some time or other been brought to him and passed through his shops for repair.

Such is a brief sketch of the work accomplished by this enterprising young American who came out to these Islands at the early age of nineteen, and with no capital, except brains and energy, built up for himself one of the most flourishing concerns in the Philippine Islands. He is the sole proprietor of the Carriage Works and Livery Stables that bear his name, being assisted in the business by his brother, who recently came out from the United States. He owns considerable real estate in the district of Malate, where he has also built for himself a comfortable home. As a member of the Manila Polo Club, he interests himself in the sports of the community, and is passionately attached to horses, never missing a day without riding exercise. His love for horses goes a long way to account for the fine, healthy condition of the half-hundred animals in his stables.

THE ROSENBERG CARRIAGE WORKS AND LIVERY STABLE, CALLE NUEVA

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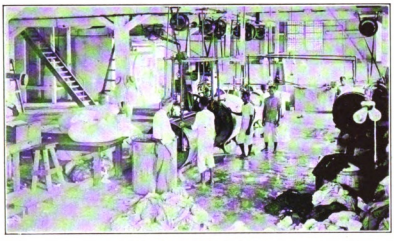
The Sanitary Steam Laundry Co., Inc.

FRONT OF SANITARY STEAM LAUNDRY ON CALLE ARLEGUI

Mr. S. A. GEORGE, Chief Machinist

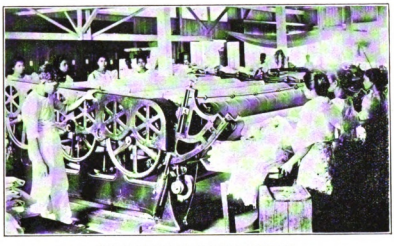


SECTION OF WASHING ROOM

THE SANITARY STEAM LAUNDRY was organized as a corporation on October 12th, 1908, with a capital of 50,000 pesos. The spacious premises occupied by them were purchased on September 15th, 1909. Sufficient up-to-date American machinery was installed to insure a practically unlimited capacity.

The Company have recently opened up, in connection with the Laundry, a modern dry-cleaning department, making the careful handling of silks and woolen goods a specialty.

The officers of THE SANITARY STEAM LAUNDRY COMPANY are: T. J. Wolff, President and General Manager; P. M. Scott, Vice-President; Louis F. Goodale, Secretary, and J. R. H. Mason, Treasurer. The Board of Directors are: T. J. Wolff, P. M. Scott, L. F. Goodale, C W. O'Brien, and T. M. Devilbiss.



ONE OF THE LARGE FLAT WORKERS

SECTION HAND IRONING ROOM

CORNER OF THE DISTRIBUTING ROOM

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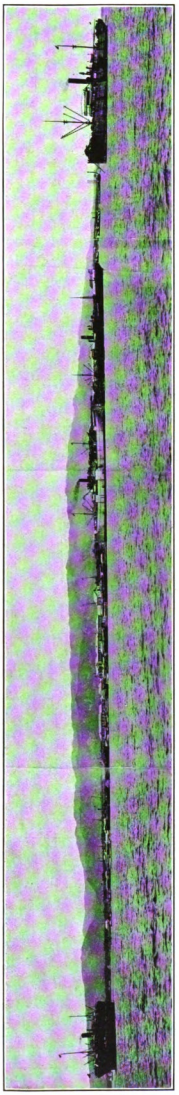
CEBU



THE CEBU WATERFRONT

"There are few places in the world in which rich and abundant opportunities for profitable development have been more neglected than in Cebu, and certainly no place in the Philippines where the present outlook is more bright and prospects more hopeful."

THE island-province of Cebu, with the one exception of Ilocos Sur, is the most densely populated in the Philippines, and is the ninth largest, having an area of 1,800 square miles. It is about the same size and shape as Long Island, N. Y., and is more densely populated than Italy, Switzerland, Japan, or China. Long and narrow (120 miles from north to south, with a greatest width of 24 miles), and traversed its whole length by a chain of mountains, in some places three thousand feet high, so steep and rugged that there are only six easy trails across the island east to west. Naturally this inhospitable interior is thinly populated, 95% of the people living on the low slopes, the coast belt, and along the banks of the streams. Such roads as exist are good, particularly one which runs thirty miles from the city of Cebu on the east to Toledo on the west. Crossing the mountains it affords a variety of beautiful scenery, and in one place, where it winds along a cañon, often six hundred feet above the base of the cliff, it is exceedingly picturesque. The railway has greatly simplified transportation throughout the cultivated areas, extending as it does, from Danao twenty miles north of the port of Cebu, to Argao forty miles south. This sixty miles of railroad passes through the richest and most thickly populated portion of the island, a population estimated at 515 to the square mile. The line, which has a three-foot-six-inch gauge, cost three million dollars for construction and equipment, and was built of money derived by the sale of bonds, on which the United States Government guarantee the payment of an annual interest of 4%. Four trains run daily each way. The motive power and car equipment are good, the road-bed is substantially laid with sixty-pound rails, and the bridges and culverts are of steel or reinforced concrete, the latter material being used also for buildings and stations. Out of the two-hundred-and-fifty employees on this Philippine Railway Company, twenty-five are white men.

Coal of a very fair quality has been discovered on the island, but while the deposits are extensive, they are badly broken by volcanic action. Many mines have been discovered, opened up, and worked, only to be ultimately abandoned. Some are still working with moderate prospects, two are reported as paying well. However, owing to the rugged nature of the interior, and the deposits in some places being all but inaccessible, the cost of mining is too excessive; labor is fair, prices on the product good, but the difficulties of transportation swallow up all the profits. Iron, gold, lignite, petroleum, and marble have been discovered. Fine timber can also be found in the mountains, though, of course, the coast has long been denuded of workable trees, and there are no extensive forests of any great commercial value. The province has its pastoral limitations, on the other hand, it is exceedingly rich in agriculture. Sugar, tobacco, corn, cocoanuts, and fruits, are obtainable in large quantities. The tobacco is of a very excellent quality, and in view of the impetus given to tobacco growing in these islands by the free admission of cigars, cigarettes, and leaf into the United States, the industry should reap material benefit.

The port of Cebu is the most progressive, and the most important, outside Manila. In fact there are not wanting experienced men who believe that in future years Cebu will outrank its present rival Manila. Its future is certainly very promising, and within the next few years a great deal will have been accomplished toward the development of those wonderful natural resources and conditions which make the city and province the most envied of all in the islands. Inasmuch as the Visayan Islands comprise all the archipelago between Luzon and Mindanao, the advantages resulting from the central location of Cebu would be difficult to exaggerate. Hemp and copra coming from Samar, Leyte, and from any point south of Cebu, can be placed on board foreign steamers at the wharf at a much cheaper rate than in Manila. This geographical location will force business to Cebu to such an extent that within a few years she is likely to export as much as Manila. It is this central position in the marvellously rich Visayas that has, in the past few years, placed her far in advance of any other city in the Philippines, again, of course, excepting Manila. Hemp, copra, tobacco, coffee, and sugar plantations can now be bought in these southern islands, which, within the next few years, will cost manifold more. Quite a number of officers of the military and constabulary forces, as well as civil servants and citizens, have invested largely in such plantations, and it is reasonable to believe that those who are wise enough to invest some capital at this time, will find themselves comparatively wealthy within the next few years. The abundance of cheap labor to be had from the dense population in the vicinity, and the large tracts of land at low prices, combine to offer ideal conditions.

Cebu has an excellent harbor, being protected by the islands of Mactan and Opon. Typhoons and tornadoes, such as visit Manila and other places, are practically unknown. There is room and depth in the harbor for a fleet of battleships to manoeuvre, and the largest ships that enter Manila, and which have to lie anchored in that bay, can tie up to the dock in Cebu. A sea-wall over two thousand feet long has been built by the Insular Government at the cost of one million pesos ($500,000), which enables vessels drawing twenty-eight feet of water to discharge and load alongside the wharf at the eastern end, while twelve steamers, drawing from eighteen to twenty-three feet, can load and discharge at the same time, alongside the quay. A magnificent roadstead permits steamers of exceptionally deep draught to anchor within a few yards of the quayside. The sea-wall and quay is still to be extended, and money has been appropriated for the purpose. The building of this quay alone is estimated to have saved the commerce of the port, in the handling of merchandise, over 260,000 pesos in one year. The completed port works now allow about twelve acres of reclaimed ground for sale or lease to private firms. Two hundred thousand pesos has also been appropriated by the Insular Government for the purpose of building a new Custom House, so that proper care can be given to the rapidly increasing business of the port. Speaking of the Customs, it is interesting to note that their receipts for the last fiscal year, June 30th, 1909, amount to $1,046,300, made up as follows:

Imports	$680,450
Exports	325,966
Miscellaneous	39,884

The principal imports were flour, rice, patent cement, cotton cloth, yarn, matches, food-stuff, iron, and steel. The exports: hemp, copra, sugar, and maguey or sisal.

As soon as the traveller enters the strait between Mactan and Cebu, and catches sight of the city, with its busy harbor and anchorage, he realizes at once the importance of the place. He sees great ocean-going steamers bearing the

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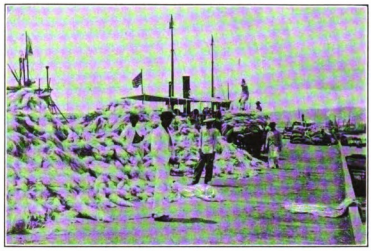
Illustrating the Prosperity and the Attractions of Cebu

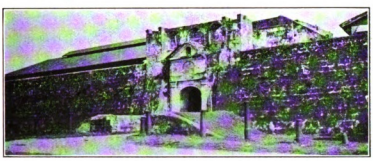
NO PLACE FOR A DRONE. FAMILIAR SCENE UPON THE WHARF AT CEBU



UNLOADING HEMP AND COPRA FROM THE PROVINCES ON THE WHARF AT CEBU

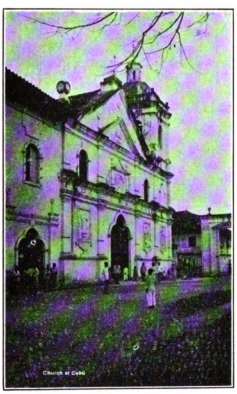
ONE OF THE BUSY STREETS IN CEBU'S RETAIL DISTRICT

CALLE COLON, CEBU, THE OLDEST STREET IN THE PHILIPPINES

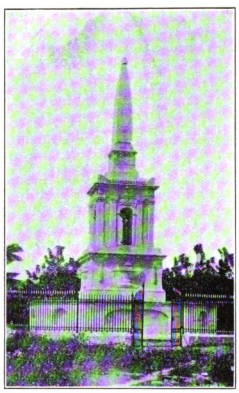


GATEWAY OF SAN PEDRO, THE OLDEST FORT IN THE PHILIPPINES

CHAPEL WHERE FIRST MASS WAS CELEBRATED IN THE PHILIPPINES



CHURCH OF THE HOLY CHILD



MAGALLANES MONUMENT, CEBU

MARKET WOMEN OF CEBU

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flags of many nations, small inter-island steamers, coast-guard cutters, and occasionally a large white painted transport with troops on board homeward bound for the States; government launches, tug-boats, barges, queer looking Moro sailing vessels built with out-riggers, and even little dug-out canoes carrying native men and women, decked out in all the bright colors of the East, from the neighboring villages and islands. Reaching the wharf he lands under the shadow of the venerable Fort San Pedro, and makes his way through great stacks of copra in sacks, and bales of hemp being shipped in some foreign vessel, or, should it be a local steamer, he will see a crowd of chattering natives unloading great bundles of unpressed, snow white hemp, brought in from the plantations after being stripped, and carted away to the sorting sheds and packing houses. There are in constant operation at least five hydraulic, two steam, and many hand-power hand-presses. Cebu has no particular industry of its own at present; its chief importance lies in the growing import and export trade. Some pretty native basket-ware is made. Stringed musical instruments are manufactured on a small scale. Woven cloths and Filipino slippers are obtainable. The schools and convents have some very pretty embroideries for sale, which always find a ready market, and which are much sought after in the States. Shells and pearls may also be purchased. A peculiar shell known as "Venus' Basket," obtainable nowhere else in the world, is also to be had: these cornucopial, latticed shells are greatly prized, but, being so very fragile, require careful packing in cotton wool, if to be taken away.

The city itself is a fascinating mixture of the old and new. Time-worn buildings jostle at elbows with modern business houses. Even in the old San Pedro Fort, the oldest in the Philippines, the busy click of the Quartermaster's typewriter can be heard within its age-green walls. A stone's throw away from the ancient cross, which marks the spot where Magellan landed and celebrated the first Mass, the noisy engine of the big ice-factory lifts its discordant voice. A slipway and several machine-shops can be found near the place where the priests and soldiers came ashore from the Spanish galleons. The noise of the railroad wakens the drowsy monks in the ancient church of San Augustin, wherein rests the revered image of the Holy Child, the famous black San Niña.

The fifty-five thousand souls within the municipal boundaries are composed as follows: Filipinos 53,415; Chinese 1,571; Europeans 191; Americans 145; Asiatics 23; other nationalities 21. These figures do not include the three hundred officers and men of the United States Infantry, stationed in the Cebu Post. The municipio in which these thousands of people live, is made up of fifty barrios (something like the city wards of the western world) in a scattered area of 342 square kilometers. It will be observed that the number of Europeans residing in the city is in excess of the American,—this is accounted for by the fact that long before the American occupation, British and other merchants, recognizing the importance of Cebu as the logical distributing centre of these islands, established themselves in the city. Enterprising men had long sought to develop the wonderful resources of the Visayas, but the avaricious officials, in their anxiety to quickly enrich themselves at the expense of the foreigner and the Filipino, over-reached themselves, and by their greediness, prevented capitalists from investing their money, and at the same time goaded the native to rebellion. Now, under a liberal and sympathetic government, all legitimate business enterprise is fostered and encouraged, and bribery and corruption is unknown. The man with capital can now feel secure in investing his money, the man of business knows that the government will assist him in the mutual development of the country, and, lastly, the Filipino laborer knows that he will now get a fair wage for a fair day's work, that peonage is ended, that his rights in the economy of labor will be respected, and that it is to his interest to assist in the opening up of the land.

In the few years of American occupation Cebu has made great strides in building and in modern improvements. Telephone and electric-light plants have been installed, adding materially to the convenience and comfort of the citizens. Contract steamers bring in fresh meats and regular mails, natives from the surrounding villages have been encouraged to come in to the morning market with eggs, chickens, vegetables, and fish. In the schools the children have been taught the necessary elemental lessons of life, such as lead not only to their own personal comfort and cleanliness, but also add to the general well-being of the community. A splendid high school building is now in course of erection, as well as a large Trades School, both of which will very shortly be ready for occupancy. The school population of the province is 126,000, consisting of children between the ages of six and fourteen; the total enrollment on the school registers in April last was 48,806, the average attendance being 32,208, this number of children, with six hundred Filipino and thirty-three white teachers, are housed in three hundred school buildings. Among other public buildings contemplated or in course of erection, plans have been drawn for a first-class modern hospital. A vigorous effort is also being made to install a municipal water system and sewer system, on which work is expected to commence during the present year (1910). This will insure Cebu against any cholera epidemic. At present all drinking water is drawn from wells and springs, water being found anywhere below the depth of two or three feet. Three miles behind the city, however, there is a natural reservoir two square miles in extent, which can be made to hold billions of gallons by the building of a dam across a gorge with a cross section of eighty by ninety feet on solid rock. The estimated cost is $225,000. Such a reservoir would be three hundred feet above the city, thus giving an excellent water pressure. It would be fed by never failing springs and an annual rainfall of sixty inches.

Despite the present antiquated sanitary system, the general health of Cebu is very fair, but with the proposed improvements it ought to be excellent, for the climate is a favorable one. Even in the most congested portions of the city the thermometer is never above 94°, and is known to have been as low as 67.1°. On the hills at the back of the town, some hundred or more feet above the sea level, the climate is delightfully cool. With the S.W. and N.E. monsoons, there is always a breeze blowing. Even when the days are hot, the nights are cool and refreshing. As one of the leading inhabitants has pointed out, Cebu does not deserve its reputation for being hot. Tourists and visitors, leaving their steamers for a hurried trip through the city and its places of historical interest, exert themselves unusually, and then as their steamer sails away, they lie back in long armed chairs, fan themselves, and say: "Lord, but Cebu is a hot town." As a matter of fact there are few places cooler or more delightful anywhere in the Islands.

Nothing has so far been said in this article about the many places of historical interest which can be visited in Cebu. It was here Magellan came with his fleet on April 7th, 1521, and that he landed seven days later, after friendly advances had won over the two thousand armed natives who had prepared to fight him. In the main plaza visitors can see to-day the small chapel which these adventurous Spaniards erected on the spot where they celebrated their first Mass, immediately after landing. Close to the wharf the interesting Fort San Pedro attracts the attention of the new arrival. It is built in triangular form, of durable stone and mortar, and stands to-day a monument of industry and conquest. In and about the city there are several fine old churches and buildings of stone and timber. The solidity of the walls (some of them eight feet thick), and the strength of the stout timbers, can readily be estimated by their age.

Holy Feasts and entertainments are celebrated in connection with the several churches, and the visitor is lucky if he arrives during a "fiesta," for he will see much to interest him. When Magellan selected this spot on which to found a city and to assert the sovereignty of Spain, he was influenced by its excellent harbor and great natural beauty, and he chose wiser than he knew. As Cebu was the cradle of civilization in the Philippine Islands, it is again to-day seeing the birth of a new era, the dawn of a new day of alluring promise, and the rise of a new race with whom liberty, fraternity, and equality are watchwords.

THE GUARDIAN OF A MILLION WILD PEOPLE

(*Continued from page 79*)

country, steps were then taken to improve the condition of the wild people of the other northern provinces. The government believed in good roads as a strong factor in bringing these people into civilization and for the prevention of head-hunting and other atrocities. That this belief is fully borne out by the results that have been attained, is apparent on all sides. Formerly there were three garrisons of soldiers on the trail between Nueva Vizcaya and Isabela, with another garrison at each end. To-day there is not a soldier within a hundred miles of the trail, and an American woman traveling alone may go from one end of the trail to the other without fear of being molested. In fact, it was part of the plan to remove the soldiers as soon as practicable. The wild man has a strong aversion to armed force, but is tractable if approached in the right manner. Part of Mr. Worcester's duty has been to go through the country of the wild man once each year, and he goes among even the wildest tribes, often where no white man has ever before gone, without as much as a pocket-knife in the way of a weapon.

The next work was among the Ifugaos, of Nueva Vizcaya, the hardest fighters of any of the northern tribes. A body of Constabulary soldiers, composed entirely of Ifugaos, is an evidence of the success which has been met in dealing with these warlike people. For two and a half years not a human head has been taken by the Ifugaos, where formerly thousands of victims each year marked the trail of the head-hunters. The Bontoc Igorots, the Kalingas, the wild Tingians, the Ilongots, and other tribes of the north have since been granted a measure of autonomy, and are now building trails and wagon roads which open up the whole country and offer an outlet for its products, besides affording means of intercommunication between the various tribes, which is the surest avenue to civilization. Even the Christian Filipinos are far behind the tribes of the north in road- and trail-building, where this work has progressed more rapidly than it has in any other portion of the Archipelago.

In Mindanao the old system of bondage has been broken up, and the wild people are being taught that they have rights which they are expected to protect. Owing to the warlike nature of the Moro, however, this region is under the control of a quasi-military government. At the time this goes to press, Mr. Worcester is among these people, having passed into Mindanao from Mindoro.

The results of the experiments in civil government in the country of the north proved to be so gratifying that a definite policy toward the wild man was decided upon, and the Commission passed a special act unifying those provinces that were operating under a separate government, placing them under one head. Governor William F. Pack was chosen as the head of the new Mountain Province, as it is now called. The result of this policy has been far-reaching and very beneficial. This province is divided into seven sub-provinces, with a sub-governor for each. These officers are as follows: Benguet, E. E. Eckman; Apayo, J. B. Early; Lepanto, William Miller; Bontoc, John Evans; Kalinga, Walter F. Hale; Apayao, Blas Villamor; Ifugao, Jeff D. Gallman.

Of these men there is one Filipino, Blas Villamor, a former insurgent colonel, and a man of conspicuous ability in handling non-Christians. Governor Pack and his sub-governors are men who were selected with the utmost care for the important work which the government had mapped out in bringing civilization to these people. Absolute fearlessness, a keen sense of justice, the ability to punish any abuse of the law or the rights of others, combined with the finest diplomacy, are the varied attributes which must be possessed by the man who hopes to succeed in this difficult work. These are unusual qualities, and, as might readily be imagined, these sub-governors of the Mountain Province are unusual men. How well they have succeeded in their task can only be learned from a personal visit through the wild country of the north, inhabited by the fiercest tribes of Luzon, who have now put away their headaxes in favor of the plow, forming peaceable communities, and enjoying, to some extent at least, the benefits magnanimously extended to them by the government of the United States, the Guardian of a Million Wild People.

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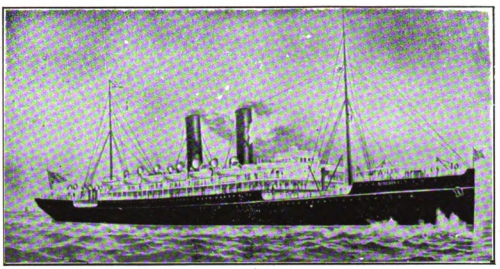
The Pacific Mail Steamship Company

TO sail on a large and comfortable steamer, to see the finest scenery en route, and to finish the journey on home soil in a fast and well-equipped train, this every traveler wants, and this the Pacific Mail Steamship Company, the Toyo Kisen Kaisha, and the San Francisco Overland Railroads have combined to give.

Every month the *Siberia*, *Mongolia*, *Korea*, *Manchuria*, or other magnificent steamer of the Pacific Mail, sails from Manila to America, and every week one of the Toyo Kisen Kaisha, or Pacific Mail steamers, leaves Hongkong for the United States. On Tuesdays, Fridays, and Saturdays, steamers leave for the China ports, and intending passengers, by one or other of the steamers of the joint fleets, can secure a regular weekly sailing to San Francisco and thence overland by the Union Pacific, Southern Pacific, Santa Fé and their connections.



THE PACIFIC MAIL SISTER-SHIPS "SIBERIA" AND "KOREA."

The journey to Hongkong takes two days only, and passengers who do not take the through monthly steamer from Manila, will experience no difficulty whatever in transferring to the weekly steamer at Hongkong, for the joint companies have so arranged things that their passengers suffer no inconvenience in changing from the Manila steamer to the one waiting for them in Hongkong. During the tea season many of the steamers call in at Keelung, thus affording an opportunity to see the principal port of Formosa and the work which the Japanese are doing there as colonizers. The chief attraction, however, is the passage through the wonderful Inland Sea of Japan. This remarkable expanse of land-enclosed sea-water offers the most beautiful views to be seen in Japan. Islands and islets rise out of its clear depths, and are so thickly strewn that vessels, threading their way through the intricate channels, pass within a stone's throw of them. Their endless variety of shape, their picturesque grouping, their fantastic reflections in the sun-lit sea as well as the quaint villages and terraced fields which break the shore line, present an entrancing picture. Every season of the year has its especial attraction, from the beginning of spring, when the hardy plum-blossom breaks through the snow, to the time the chrysanthemum covers the ground with its falling yellow leaves.

The new and magnificent steamers of the joint service, with their tonnage of twenty thousand and over, are the largest plying between Manila, China, Japan, and the United States, and are equipped with all contrivances for comfort and convenience that human ingenuity can devise. Built in response to the demand for greater speed and added comfort, they stand, in detail of construction and arrangement, as the highest expression of the shipbuilder's art. Safety is assured by strength of construction, the use of wireless telegraphy, and other modern devices, reducing to a negligible quantity the dread of a long sea voyage once intimately associated with ocean travel. Every new feature adopted in building these steamers has stood the test of actual experience, and the completed ships represent the matured results of the world's greatest skill in naval architecture. Built to conform with Lloyd's exacting requirements, and the equally stringent rules laid down by the American and Japanese governments, they insure adherence to the highest standards of workmanship. The decks afford an unusually large promenade area, and leave ample room for living quarters of liberal proportions. A new system of ventilation allows fresh air in every stateroom in every kind of weather, and there are electric fans for use when the season at all inclines to be warm, as well as a system of heating, controlled by the occupant of the room, if the passenger feels the least chill. There are, however, no extremes of heat or cold, no matter what the season; the route is semi-tropical, and the journey via Honolulu spares the passenger the cold and discomfort of the northern routes.

Stop-over privileges are afforded both in Japan and Hawaii, and, as the joint fleet gives the advantage of a regular weekly service, any such stay can be made to suit the peculiar convenience of the individual passenger. It is not necessary that mention be made of all that a stay in Japan implies; the mind at once conjures up visions of quaint villages and quainter villagers, of ancient shrines and exquisite scenery, of wonderful natural phenomena, and cherished masterpieces of art in pagodas tinkling with bells. Nor does Hawaii need especial mention, for who has not heard of its mountains and valleys, bays and cataracts, cliffs and beaches in varied form and peculiar beauty, foliage rich in color and rare in fragrance, flowers of unusual form and hue, and all without a poisonous herb or vine or dangerous reptile or animal. And who, too, has not heard of its hospitable, merry, music-loving people, whose doors are always open, and whose gentle "Aloha" falls in kindly greeting on the ear.

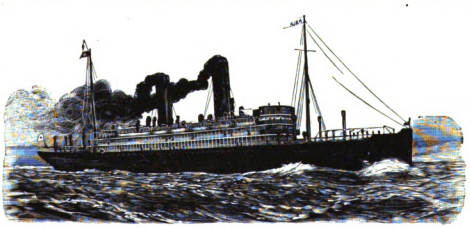
It was in these enchanted isles that Robert Louis Stevenson lived the latter part of his wonderful career and finally died among the people whom he knew so well and among whom he had chosen to live. Here beautiful legends, nearly always connected with landmarks to be seen today, abound with all their fantastic variations. At times, upon entering the bay of Honolulu, from the far-away mountains of the interior of Oahu, one catches a glimpse of the famous volcano of that name which in years gone by devastated whole villages. Many are the legends, also, that center around this famous mount. The country abounds with these familiar landmarks, standing here and there like sentinels over the ground where cities were once built and destroyed at the whim of a mountain king or by nature's own agent of destruction, the volcano. Where the monarch once ruled in the mountain fastnesses the land is being tilled for the raising of sugar, the great product of the Hawaiian Islands. Yet the signs of former times are still there, and these furnish interesting sights for the traveler.

The Pacific Mail and Toyo Kisen Kaisha offer to the resident in the Philippines not only the most comfortable trip home (and what is true of the journey from Manila to America is equally true of the journey from San Francisco to the Philippines), but they also issue special round trip rates to the Japanese ports. For $76.25, a return ticket from Manila to Nagasaki, good for four months, and for return on the direct steamers to Manila, can be obtained from Castle Bros.-Wolf & Sons, the Manila agents, and for a few dollars more the same ticket can be made available to either Kobe or Yokohama. The Pacific Mail Steamship Company also have arrangements with the Peninsular and Oriental Line, the North German Lloyd, the Messageries Maritimes Line, the Aberdeen, and the Albion and New Zealand Shipping, and many other companies. This places them in an exceptionable position to offer through tickets for a variety of tours, and for a round-the-world trip. Their tickets are available for two years from the date of issue, and stop-over privileges are arranged for at every place of interest. Variations can be made from any set tour at a slight additional cost, and allowances are made where passengers may desire to journey over portions of the trip other than those mentioned in the regular tour. To give some idea of the tours they arrange, take, for instance, one picked at hap-hazard from the list: choice of Atlantic steamer to New York, Boston, or Philadelphia, for the home journey from London; rail to San Francisco; then by steamer to Honolulu, Yokohama, Kobe, Nagasaki, Shanghai, and Hongkong; thence Eastern & Australian S. S. or China Navigation Steamer via Torres Straits and Queensland ports to Sydney; connecting steamer to Wellington, New Zealand; thence via Cape Horn, Montevideo or Rio de Janeiro and Teneriffe to Plymouth; thence by rail or steamer to London, and home across the Atlantic.

It is but recently that tourists in any considerable numbers have visited Manila, but every year sees more and more of them who have heard of the beauties of the Philippine Islands and have come to see for themselves. Only within the last few years has the condition of transportation facilities made the trip to Manila a pleasurable one, and it was no doubt due to this condition that comparatively few of the travelers in the East included Manila in their itinerary, and that the vast majority passed by the Pearl of the Orient, ignorant of its beautiful tropic scenery and of the many places of historical interest that it holds. But the means of visiting Manila on fast and magnificent liners having been provided by the Pacific Mail, the city has become more popular every year until now there is a steady stream of tourists who stop at Manila and revel in the delights of the Leal City and its picturesque environs.

Manila residents have also taken advantage of improved transportation facilities provided by the Pacific Mail for the trip to the United States, and with each sailing from Manila of the *Siberia*, *Mongolia*, *Korea* or *Manchuria*, many take advantage of the excellent accommodations that have been provided for those who desire to make the return trip to the homeland.

The journey from Manila to the United States consumes almost a month—sufficient time to make the ordinary sea voyage monotonous—yet one traveling on one of the magnificent liners of the Pacific Mail, in making this long voyage, may look forward to a trip through the most interesting part of the Orient, arriving at San Francisco after a pleasant voyage, unattended by the inconveniences of travel on small and antiquated ships.



THE TOYO KISEN KAISHA SISTER-SHIPS "TENYO MARU" AND "CHIYO MARU"

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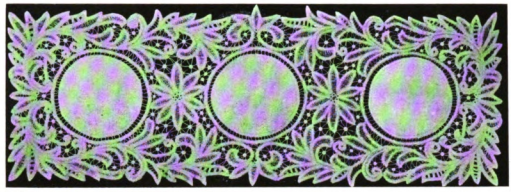
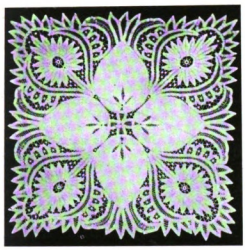
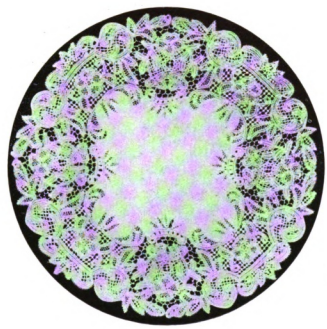
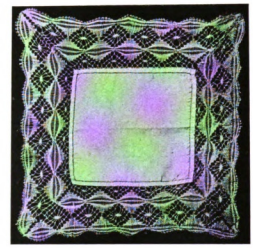
The Unlimited Possibilities in the Development of Philippine Handicrafts



DURING the month of November, 1909, and closely following the new adjustment of tariff relations between the Philippine Islands and the United States, there arrived in Manila the representative of one of the largest lace, embroidery, and fancy work importing establishments in the United States. He came with a definite business proposition, a frank statement to the effect that his was a purely selfish mission, a knowledge of his business based upon thirty years' experience as a specialist, an acquaintance with the industrial conditions existing in every country of any importance in the world, with material and equipment necessary to carry out an immense plan of development, and with a practically unlimited credit at local banks.



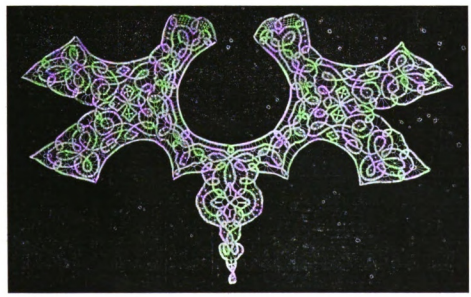




In visiting the Philippines this gentleman had two important objects in view. The first was to purchase an order of goods, embroidery, drawn work, battenburg, Irish crochet, Teneriffe, Indian lace, and fiber-made materials, aggregating a half million pesos. The second was to find a field possessing industrial possibilities sufficient to justify the transfer to it of the immense business which his firm had built up in Japan. In the accomplishment of his first purpose he was, of course, unsuccessful, for reasons so obvious as to need no discussion. In the accomplishment of his second he was so successful as to be convinced, after less than a month of investigation, that the Philippines, all things considered, are today, viewed in the light of their reasonable possibilities, the best field in the world for the operation and development of the lines in which he is interested. His investigation was probably more thorough than any which has yet been made. No element of importance was left out of consideration. The population of the islands, the fact that only a small percentage of that population is engaged in productive commercial activity of any kind, the extent of territory, the possibilities of development along lines which would reasonably come into competition with the handicrafts, the lack of a developed commercial sense among the people, their temperamental characteristics, their lack of interest in sustained industrial effort, a local and foreign competitive demand, the Oriental tendency toward boycott, strike and unprofitable politics, the undeveloped conditions of local resources, the present practical governmental tendency, the wonderful manual dexterity of the people, their infinite patience for details, the absence of traditions and definitely established racial tendencies, and last of all, and of controlling importance, the new tariff law, all received most serious attention. Schools and shops were visited, industrial classwork inspected, a variety of tests applied, local demands and prices studied, and the whole considered and measured and weighed, not in a sentimental way, as in the case of a person seeking justification for some preconceived theory, but as the basis of a plain, cold-blooded, investment proposition.

The conclusions reached were most flattering to the Islands, but extremely uncomplimentary to the judgment of the non-elastic variety of Americans who are definite to the effect that the Islands cannot be made to "pay" and who delight in frequent allusions to certain "white elephant." It was decided to make the transfer indicated. A permanent agency was established in Manila and every preparation made to develop all handicrafts possessing the elements of commercial possibility.

The old Spanish ideas of development of industries in the Philippines were not bad, but at the time of the American occupation they had not reached such a point as to constitute anything substantial. In perhaps a half a dozen towns high grade woodcarving was done on an extremely small scale. In about the same number of towns hat making



BATTENBURG AND SILK LACES DONE BY PUPILS IN THE PRIMARY SCHOOLS

BOYS MAKING HATS

GIRLS' EMBROIDERY CLASS

BOYS MAKING PILLOW LACE

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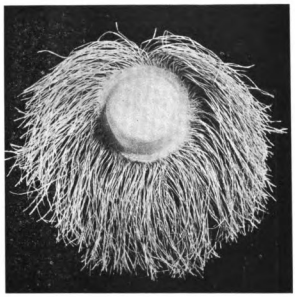
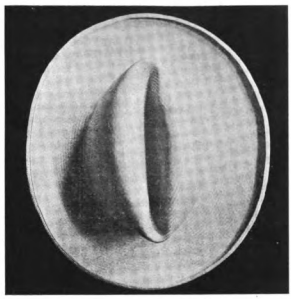


BEGINNINGS OF A HAT MADE BY PRIMARY SCHOOL-BOY



THE FINISHED PRODUCT

was established, also upon a small scale. Fancy needlework, embroidery and drawn work were scattered rather generally among the larger towns, but in no case was the output large enough to form the basis of a commercial enterprise. The manufacture of local fabrics, piña, jusi, sinamay, etc., was carried on at different points, but upon an extremely limited scale. In general the handicraft situation which was discovered to exist here in 1898, and which for all practical purposes still exists, might be described as one consisting of between seven and eight million pairs of extremely dexterous hands, all qualified to actively and effectively participate in the production of extremely high grade articles and all practically unemployed. The small output of woodcarving found a ready local market, and the commercial world proper came in contact with it, if at all, only as a matter of accident.

With regard to fancy needlework, embroidery and drawn work, the condition is hardly more satisfactory than that indicated concerning woodcarving and fiber work. The extensive tests which have been applied to Filipinos in work of this kind indicate that they possess a degree of manual dexterity and accuracy which is equal to that possessed by any people in the world. In addition to this they possess a fair measure of artistic ability and a capacity for the working out of minute details which is phenomenal. In spite of this splendid equipment it is found that the entire output of this class in the Philippine Islands is no larger than can be very easily absorbed by the comparatively small local market. This is due to a combination of causes. In the first place the class of work which is common is of such an extremely high grade as to belong in the class of art rather than of commerce. The high degree of skill required in producing articles of this class makes it impossible for any but those who have enjoyed extensive training and who possess more than the natural endowment of the average Filipino, to participate.

In the practical development of these and other handicrafts in the Philippines, and in the establishment of proper commercial connections between them and the active markets of the world, is found a field of possibilities which constitutes one of the greatest sources of revenue of the islands. The development of this field, however, in order to be practical, must be carried out along practical, that is, commercial, lines.

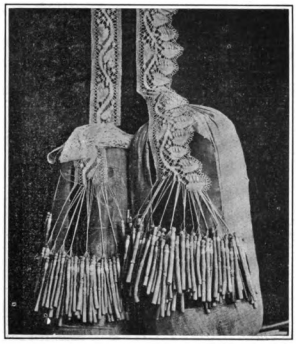
In the Manila city schools there has been conducted during the past five years an extensive series of experiments looking toward the discovery and development of lines and methods of handicraft industry which are best calculated to promote the interest of the situation. The results have been definite and extremely interesting.

In the field of needle and fancy work a number of lines have been selected and their commercial superiority demonstrated beyond reasonable doubt. Among these are Indian or pillow lace, which is being made in the city schools by at least five thousand primary pupils. The growth of this industry has been phenomenal. In the beginning some five years ago it was possible to find only one woman in the city of Manila who understood this line of work, and from the instruction which was started by her has grown an industry easy in the processes involved, requiring practically no equipment, and producing a class of articles which has high standard value in the markets of every city in the world. Battenburg and Irish crochet can also be turned out by these young people in large quantities and good qualities.

DAINTY PATTERN FOR BLOUSE ON HANDKERCHIEF LINEN

In embroidery, it is proposed to abandon to a considerable extent the idea of producing exclusively high grade or art embroidery, and to devote a very large portion of the effort available to embroidery of simpler designs which can be produced by practically all classes of Filipinos, who have received a fair degree of instruction.

It is believed that by selecting a few of these lines, practical in their production, and extensive in their possibilities of commercial development, and by eliminating classes of industry possessing no such possibilities, and by eliminating much of the sentiment, misdirection and indirection which has up to the present time characterized the attempted developments of the handicrafts, practical results may be accomplished and these millions of idle but dexterous Filipino fingers may be put into operation along lines which will have most important bearing upon the future of the islands.



SAMPLES OF PILLOW LACE AND IRISH CROCHET PRODUCED BY PUPILS IN THE PRIMARY SCHOOLS

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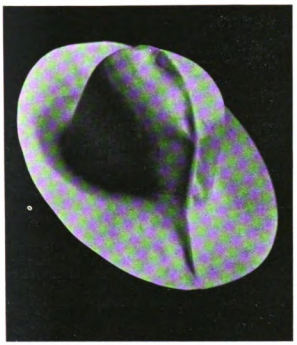
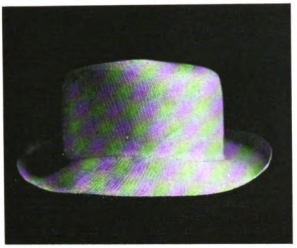
Messrs. Andrews & Ramirez

Dealers in Philippine Hats and Fabrics



BALIUAG No. 1



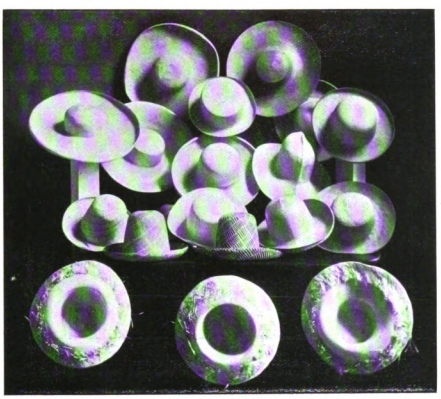
BONTAL

BALIUAG No. 2

PHILIPPINE handicrafts have not received the attention they deserve. For want of proper support many an industry has fallen far below its possibilities, and thousands of dexterous hands have labored to little purpose. Filipinos in certain districts are capable of weaving the most beautiful hats, but the industry previous to 1898 received no practical encouragement. With the coming of business men to these islands many a Philippine industry has been given an impetus, this being especially true of hat-weaving and hand-loom fabrics. Messrs. Andrews and Ramirez early realized the great commercial possibilities of these handicrafts, and made the two industries a speciality, and, as a result, have built up a large export trade in such hats and fabrics.

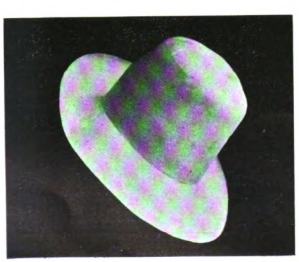
There are about fifty distinct shapes of hats woven, but the best known commercially are the "Baliuag," "Pulilan," "Bontal," "Buri," and "Calasiao." These are all regular export hats, and now in common use in the United States and Europe. The "Baliuag" is made from bamboo-cane, and the finest qualities take four to five months to weave, other grades from ten to thirty days. In order to meet the demand for a cheaper hat, the natives who make the above also weave the "Pulilan," which is the same texture but a cheaper grade. The latter hat is most generally exported, thousands having been sent abroad by Messrs. Andrews and Ramirez. All the weaving is done by women and girls, the men consider the task degrading, though, strange to say, they do not object to caring for the children and attending to household duties.

The next class of hat is the "Bontal," better known in the United States as the "Bangkok." This is made from the Buri-palm, the threads being extracted by a most difficult process requiring a peculiar twist of the hand and wrist. So far no machinery has been discovered which will extract the fibres successfully. The central fibres are the finest and go to making the best quality hat which takes about two weeks to weave, the commoner hat taking as many days. The "Buri" class of hat, like the "Bontal," comes from the Buri-palm, but is made from the leaf instead of the stem, and being of a coarser grade is cheaper. The last class of woven-hat to which reference need now be made is the "Calasiao," which is made of fine bamboo-strips, and woven similarly to the panama hat. It was once in vogue for export but sales fell off on account of its bad color. This defect, however, has been remedied, and the hat can now be bleached with good results. The bleaching is done by a secret process practiced by Messrs. Andrews and Ramirez in their Manila establishment. The trade in these hats is rapidly reviving and superseding their rival, the panama of South America.

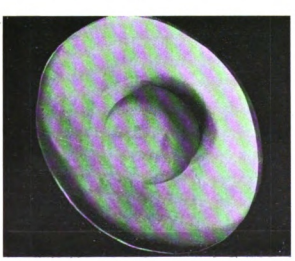


SHOWING VARIETY OF PHILIPPINE HATS

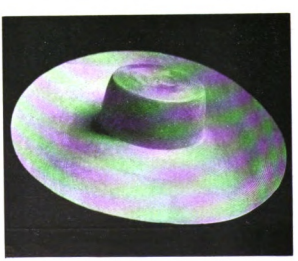
Another important branch of Filipino weaving work and handicraft is the manufacture of cloths, the three most important being "Sinamay," "Piña," and "Jusi." "Sinamay," or "Hemp-cloth" as it is sometimes called, is coarsely woven of hemp, and used by the native women for making dresses, dyed threads being woven in for design. The "Sinamay" exported is mostly used as a substitute for buckram in the lining and stiffening of dress materials, also in making toques. It is durable and light with plenty of body. "Piña" cloth, made from pine-apple fibre, is of a superior quality and fineness, and is sold either plain or embroidered. "Jusi" is woven only in the handlooms of Iloilo, and is made up largely of imported silk. It is woven into most beautiful designs and is unequalled for fancy ball dresses, etc. Messrs. Andrews and Ramirez have been encouraging the export of these native materials for many years and are now reaping the reward of their industry in the orders that are coming to them from all over the world.



CALASIAO



PULILAN



LADIES' BAMBOO HAT

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The German Dispensary

THE drug store, if not pre-requisite of civilization, follows very closely along its line of march, and is one of the indispensable institutions of modern times. People may do without electric light and the many modern inventions that have made the globe infinitely more habitable and that have been become necessities to modern communities, but even in the days when such things were unknown the apothecary was almost as necessary as was the baker.

From a few simple remedies gathered locally and applied crudely, this science has grown to such an extent that today the materials used in the compounding of remedies which are in use as a result of scientific research are gathered from the four quarters of the globe. Many are the changes that have been wrought between the time when the apothecary or his apprentice laboriously mixed his few simples with mortar and pestle, roughly hewn in many cases by his own hands, and the present day, when the materials used in the compounding of the thousands of remedies now in use are carefully gathered by experts and then prepared by trained chemists in the various elaborate pharmaceutical works throughout the world.

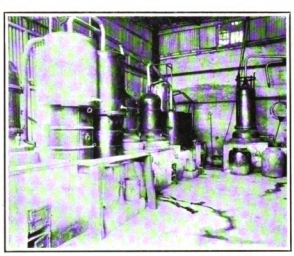
For a striking example of the vast improvements that have followed the new discoveries in this branch of science, one has but to visit the German Dispensary, one of the pioneer houses in this field, which began business in Manila three-quarters of a century ago. This well known establishment is situated on the Escolta, the principal business street of Manila, and is one of the largest concerns of its kind in the city. Here one may purchase, not only well known remedies, but the rarest of drugs. This store carries in stock about everything known to the sciences of medicine, botany and surgery. Here prescriptions, requiring the most scrupulous care in their preparation, are compounded by experts. This firm has what is perhaps the most complete line of surgical instruments to be found in the Orient.

Formerly the German Dispensary was known as the Botica Boie, but in 1902 it came into the hands of Messrs. Stahl and Rumcker, the present proprietors. Mr. F. Stahl, the senior member of the firm, is the European representative of the establishment, and he attends to the buying in Hamburg. Mr. P. Rumcker, the other member of the firm, supervises the business in Manila.

Besides its drug business, which is both wholesale and retail, the German Dispensary also operates one of the largest bottling works in the Philippines. Here waters of all kinds are prepared with the scrupulous care that characterizes all of the products of this firm. The manufacture of aerated waters is an important enterprise, not only in the Philippines, but throughout the East. This is specially true of the summer months when the thermometer rises, making iced beverages most acceptable. Such drinks, flavored with fruit extracts, are much sought during the hot, sweltering days, as is evidenced by the large number of aerated water factories in and around Manila. Most of these establishments are small, and cater principally to the native trade. The factory operated by the German Dispensary, however, is a large one, and is equipped with modern machinery, and derives most of its trade from the foreign colony and from the better class of Filipinos who can afford to pay a slightly increased price for water that is made with every precaution against uncleanliness and in a factory that complies with the stringent rules of the Bureau of Health, which from time to time tests the water and the ingredients used in its preparation. The firm is also the oldest distiller of ylang-ylang, the flower which grows only in the Philippine Islands and from which is made some of the finest perfume in the world. The ylang-ylang blossoms on a tree about ten feet high, and the flower, in exterior appearance, resembles in form the tube rose, except that it is a deep yellow and is about twice as long, with fewer petals. When in bloom these flowers give forth an exquisite odor which is so pungent as to penetrate to all parts of any house within fifty feet of the plant. This perfume is sold by the firm under the name of "Pablo Sartorius," and is shipped to all parts of the world.

GERMAN DISPENSARY ON THE ESCOLTA

INTERIOR VIEW, GERMAN DISPENSARY



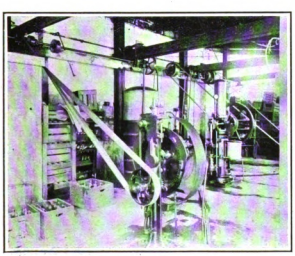
YLANG-YLANG DISTILLING APPARATUS

While this dispensary is a German establishment, it does not exclude a large and up-to-date drug store operated along American lines, and selling the goods of some of the best known American manufacturers. The drug store itself is fitted with all the elegant simplicity that is characteristic of the largest drug store in the United States. The fittings are of hardwood, and rows of modern glass showcases furnish attractive means for displaying the many things for sale. Besides a complete line of all well known remedies, the firm carries an extensive line of toilet requisites, and, besides perfumes of its own manufacture, many imported from Europe and the United States.

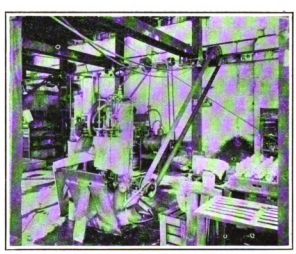
Since the new management took charge of the business, it has grown phenomenally. Only recently the entire building occupied by the pharmacy has been thoroughly renovated, and is now furnished with some of the finest fittings to be seen in any store on the Escolta.

The German Dispensary also has a branch of its business located at Vigan, Ilocos Norte, which does a large provincial business, drawing its supplies from the Manila office.

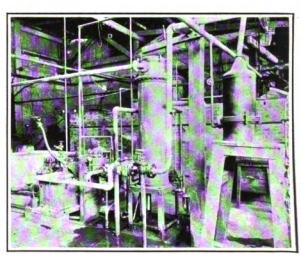
The firm are agents for the following well known houses whose products are known thoroughout the world: Parke, Davis and Company, the Murine Eye Remedy Company; the Consolidated Dental Manufacturing Company; the Waterbury Chemical Company; the Habnermann Company; the Koken Barber Supply Company; the Arthur Peter Company, and a number of other well known pharmaceutical houses.



IN THE SODA WATER FACTORY



BOTTLING ROOM IN SODA WATER PLANT



WATER DISTILLING APPARATUS

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The Great Hemp District of Davao

By OTTO O. HANSON, Secretary of the Davao Planters' Association.

THE Gulf of Davao, as far as its commercial advantages are concerned, is of recent discovery.

How such an Eden could have been left so long practically undiscovered can only be understood by those thoroughly acquainted with the geographical and ethnological conditions of that part of the Philippines where Islam reigned supreme; that it took the American pioneer—coming from a country which is still the greatest lure of the emigrant—to curb this dark blood of Mindanao, is one of America's greatest and proudest feats since her advent in the East.

Davao is the Government's real bureau of agriculture, and its steady development means much to the future of the Philippine Islands.

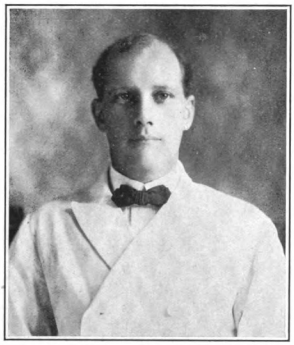
Davao is a land of toilers and tillers. The land to be tilled cannot be equalled. It is an absolute fact that there is a small and well defined hemp belt on mother earth's surface, and that it is situated in the Philippines. It is a less known fact that the longest, whitest and strongest fiber comes from the American plantations in Davao. At the Agricultural exhibition in Manila during the Carnival of 1909, a great many hemp stalks were sent from the different provinces famous for their output of large quantities of hemp. The representatives of these localities refused to exhibit their stalks after seeing those coming from Davao. Trunks weighing from 75 to 100 pounds do not compare favorably with those weighing from 250 to 300 pounds.

There is a reason for this wide difference. After first giving the devil his due, as the old saying is, and allowing 51% for Davao's unexcelled climatic conditions and its glorious virgin soil, the other 49% must go to the man behind the hoe, and his modern methods;—to him who has turned a gloomy, forest jungle inhabited only by deer, boar, and boa constrictor into the Philippines' most active garden spot. Take one of Davao's pleasure launches and travel around the Gulf, stopping at a different American *hacienda* every hour or so. That it was all done in the incredibly short space of ten years is the really unbelievable part of the strange but true story. The stumps and roots of the once great forest giants have not yet rotted, but the planter will take you out and show you hemp, myriads of hills of hemp, among them. You may have to climb over tremendous felled tree trunks, but it will only enhance in you the feeling of glory for the man who caused them to fall. The size and quality of the timber will awe you and you will instinctively begin to figure how much the decaying timber would be worth at home; but you will have no time to figure. If the planter of an ordinary American plantation were to string his hemp in a straight row for you, the leaves touching each other, you would have to walk 200 miles before reaching the end of the row.

As to these men, the peers of this realm, no eulogy can sufficiently praise them and their efforts.

The original pioneer of pioneers is Captain James Burchfield. He came out as a Captain of Volunteers, sent his company home and stayed here. He then began to make others stay.

Engineers who come to build bridges and roads stay. Captains of boats become infatuated with the lure of hemp and stay. Merchants, professionals, all fall victim to the attractions of Davao, and if they leave they do not go because they wish to, but tear themselves away because they have to, and Captain Burchfield,



Mr. FRANK A. CROWHURST
President of the Davao Planters' Association

known on the Gulf as "Our Jim," will go down in history as Davao's "Lafayette," and as the man who laughingly refused a cool one hundred thousand dollars for his acquired holdings, while saying "Davao is good enough for me."

Next on the list stands Mr. Frank A. Crowhurst, who with admirable skill molded the Davao Planters' Association into an organization which bids fair to become the chief agricultural authority of the Philippine Islands.

Among others on the list of honor is Mr. O. V. Wood, to whom the planters point with pride as the man who has the finest hemp plantation in the Islands; Mr. Peter Harding, referred to as the Grand Old Man, and who certainly has a grand old plantation; Mr. Peabody, the Gulf's authority on scientific farming, with a matchless place of his own making to back his scientific assertions; Mr. Byrnes of Malalag who, with his two American companions, can show those interested in hemp how one of those rows 200 miles long can be planted with very little money and a great deal of perseverance; Mr. Rodgers whose holdings have increased more than 1,000% in value through his industrious efforts; Mr. J. C. Lenhart, who made such a grand success of the Davao Planters' exhibit at last year's carnival and who is one of Davao's most popular characters; Mr. B. A. Crumb, mentioned in the reports to the Commission of 1907 as the Tribal Ward Governor, he having been most successful in inducing hill people to settle on the coast near the influence of civilization; Mr. Gregorio Palacio, the peerless leader of the large Spanish colony, whose plantation, palatial residence, and long bank account are the envy of every newcomer; and finally hats off to "Billy," known on his certificate of birth as William Gohn. If you don't want to invest your money in hemp stay away from him, as you surely will stake out your claim after listening to him. Davao still recalls with glee how, during the late depression in the price of hemp, he stored ₱10,000 worth of it in his bodega, and kept it there until he got his own price, even though a Manila boat called at his plantation trying to get it away from him.

And there are many more too numerous to mention. Some of these are still struggling with the wilderness, but success is assured to the worker. Then there are others who have given their lives after the manner of frontiersmen, so that those who are left might reap the harvest. Among these are former governor Bolton, who gave his life while going from one plantation to another, planters Sprague, Perlot, Christian, Shipley and Libby. These are Davao's martyred blazers of the trail. Their lives were the sacrifice to be laid on the altar of advancing civilization.

More than one hundred Americans are today hewing their way into the heart of the never-trodden forests. Already they have succeeded in planting more than 2,000,000 hills of hemp, besides numberless cocoanut trees. Their capital spent amounts to millions, while the harvest of this year (1910) should amount to not less than ₱500,000 for hemp alone. This will mean more than a million pesos worth of business, as all money taken out of the ground is immediately reinvested in additional planting.

There are still battles to be fought, chief among which is the alleviation of the labor situation. But we have a government which will surely give us its support in this since not only the future of Davao depends upon it, but also the future of the Philippines.

HEMP

(*Continued from page 17*)

petioles for stripping, while the other does the stripping itself. This is done by passing the end of one of the strips of petiole under the knife, then pressing the knife down on it with the rattan lever, and pulling the strip of petiole through by hand. The operation is then reversed, to clean the part which was first taken hold of; and the clean hemp remains, ready for market, after drying. All that is left on the ground is the water, with a little pulp, and a little tangled fibre which is broken while passing under the knife, and remains behind. After a few days in the hills the men return to their village, carrying the clean hemp, and there turn in his half share to the land-owner, and dispose of their own half, either to the land-owner, or to a dealer.

This is the general system, but in some places where the "lates," or hemp plantations, are near the villages, a man and his family do the whole work. The man selects and cuts down the plants, his wife prepares them; and the children carry the prepared slips of petiole to their father, who does the stripping.

The stripping work is very hard, but the natives of the hemp districts like it, and they do not readily take to other work. It is generally calculated that a hemp stripper can turn out about twenty-five pounds of clean fibre daily, of a value at present of about ₱1½ to ₱2.

Considerable trouble has been taken to get the natives to bring the refuse hemp to market, to supply to paper makers; but the natives are not inclined to carry this cheap article down from the hills, and they prefer to bring down only the more valuable cleaned fibre.

The "water," of which we have said the hemp tree is largely composed, contains an appreciable percentage of tannin; and if the abacá could be concentrated for stripping, these two by-products would add considerably to the value of the yearly crop.

Manila and Cebu are the two abacá exporting ports of the Philippines, and all the abacá fibre produced finds its way to these two ports. During the years 1902-1908, inclusive—selected as being the latest years of ordinary development after the Spanish-American war—there were received at Manila and Cebu 6,499,346 bales of hemp, weighing 812,418 long tons. The provinces producing this hemp were:

South Luzon (Albay, Sorsogon and Camarines)	3,099,546 bales, or	48%
Leyte	1,748,036 bales, or	27%
Samar	460,047 bales, or	7%
Mindanao	973,609 bales, or	15%
Scattered (Mindoro, Central Luzon, etc.)	218,108 bales, or	3%

During the same seven-year period there were exported 6,435,759 bales, distributed as follows:

United States	3,201,368 bales.
United Kingdom	2,768,401 bales.
Continent of Europe, Australia, New Zealand, India, and China	465,990 bales.

In conclusion it may be noted that the production of abacá fibre has greatly increased, and that total arrivals at Manila and Cebu during 1909 promise to be about 1,300,000 bales, or about 250,000 bales over 1908. These 1,300,000 bales bring to the Philippines over ₱30,000,000 of wealth won from the soil. It is satisfactory to know that the world's consumption has advanced *pari passu* with the increased production; and that the whole production is being absorbed at fully the average of the previous years' values.

(*See hemp statistics on page 116.*)

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To Be Seen in Davao

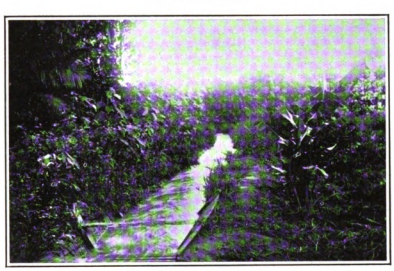
Great Plantations, Giant Hemp and Picturesque Bogobos

THE AUTHOR ON HIS PLANTATION

A DAVAO PLANTATION SCENE

A BOGOBO DANDY

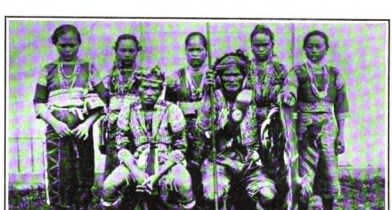
GIANT DAVAO HEMP



IRRIGATION IN DAVAO

A BOGOBO BEAUTY

BOGOBO MUSICIANS WITH BAMBOO INSTRUMENTS



A BOGOBO HEADMAN AND HIS INTERESTING FAMILY

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The Sugar Industry

By HAROLD M. PITT.

ONE of the great food commodities of the world and one of the cheapest of all food elements is sugar. While not essential to man's life in the sense that wheat is, or corn, or any of those other products that constitute the basis of human life-sustaining food, yet it is present in practically all of them and to such an extent in some agricultural products as to permit segregation into the distinct article that commerce makes available for the specific use of the individual. There are two agricultural products in which has been developed the source of supply of sugar as a separate commercial commodity. These are a certain kind of cane and of beet known as sugar cane and sugar beet. The cane is a tropical product and is cultivated principally on islands that lie well within the tropic zone although it is produced to some extent in such warm temperate regions as Louisiana and Texas in the United States, the island of Formosa, Argentina in South America, and on the continent of Australia. The bulk of the world's supply of cane sugar, however, comes from the islands of the East and the West Indies, including Cuba, Porto Rico, Java, and the Philippines; from Hawaii in the mid-Pacific and the French island of Mauritius which lies off the coast of Madagascar. The sugar beet is a temperate zone product and up until 1890 was grown exclusively in European countries with the exception of a small quantity that had been grown experimentally in the United States. The business of extracting sugar from cane dates far back into history; that of utilizing beets for similar purposes was not undertaken seriously until about 1830 when the governments of Germany and Austria-Hungary sought to establish the industry in order to be freed from dependence upon tropical countries for their supply of sugar. Other European nations followed the example with the result that beet sugar produced on the continent of Europe came to exceed local consumption in several countries, which led to competition among them for the export trade. The system of paying bounties on exports was then introduced, the expense for which various beet sugar exporting nations had to meet by levying excessive consumption taxes within their own confines. The natural result was to make sugar cheaper in those countries, where imports were necessary to supply the demand for consumption, than in those that produced it. In the meantime the production of beet sugar had outgrown that of the cane product and by reason of the export bounty device was seriously crowding it in the world's markets. These changes all had their effect on the industry in the Philippines where for more than one hundred years cane sugar had been an important export product.

The first authentic record we have been able to find relating to Philippine sugar is from the imports into the United States dating back to 1795 in which year 256,210 pounds were credited to these islands. For the ten years following the importations were not important except as they showed the existence of the industry in the Philippines. Sailing vessels early learned to complete their cargoes with sugar from Manila and tea from Canton before starting on their return voyages from the Orient.

The most notable advance in the industry in these islands appears to have been co-incident with the Crimean war and was probably due to an increased consumption throughout the civilized world which greatly enhanced the price and made the industry so profitable as to prove an alluring attraction for capital, the free investment of which quickly developed plantations in the provinces of Pampanga, Batangas, and Tarlac, Luzon, and later in the islands of Negros, Cebu, and Panay. Sugar cane is cultivated in nearly every section of the archipelago and sugar is manufactured in commercial quantities for local consumption in many provinces, but those named above furnish practically all that is exported. The only Spanish records available showing exports of sugar do not date earlier than 1854 for which year the figures were 47,704 metric tons. Of this amount Negros contributed a trifle over five thousand tons. Conditions for the cultivation of cane were found to be exceptionally favorable in that island and production increased more rapidly there than in any other section, jumping from 6,000 tons in 1855 to 30,000 in 1860 and 125,000 in 1893. There is difference

Squires & Bingham. IN A PHILIPPINE SUGAR REFINERY

among authorities as to the largest production of sugar in the Philippines in any given year. Señor José de Luzuriaga, in an article contributed to the Philippine census, gives the crop of 1893 as the largest and details the production as follows, expressed in tons of 2,200 pounds:

Negros	125,000
Pampanga and Tarlac	43,750
Batangas	40,625
Panay	48,750
Cebu	18,750
Cavite	11,250
Pangasinan	3,125
Bataan	1,875
Laguna	1,875
Bohol	1,250
Tayabas	1,250
Ilocos Norte	1,250
Ilocos Sur	625
Nueva Ecija	625
Total	300,000

Spanish customs records give exports for 1892 as the largest and the official figures for that year place the amount exported at 312,798 metric tons. The belief, however, that there is some error in these figures is well founded for the reports of the Manila Chamber of Commerce compiled by calendar years credit the heaviest exports to 1893 for which year they are given at 4,186,982 piculs which equals 261,686 tons.

Whichever figures are correct, and it is probable that those of Sr. Luzuriaga are more nearly so than the ones from Spanish records (they agree with exports as compiled by the Chamber of Commerce when allowance is made for local consumption), there can be no doubt that that year marked the highest point of development reached by the sugar industry in the Philippines. Immediately following this period a number of causes combined to check its development, important among which was the panic and break in silver that occurred in 1893. The manner in which the industry was adversely affected by a financial upheaval on the other side of the globe came about in this way: Russell, Sturgis & Co., a commercial firm founded by Americans, had grown to be one of the largest institutions of its kind doing business in the Orient. Their branch at Iloilo was extensively interested in sugar and had been instrumental to a considerable degree in developing the industry in Panay and Negros. It was their custom to make advances to planters for the purchase of machinery and for planting and cultivating crops, then to take payment in sugar after harvesting. As they were heavy exporters of sugar and this system enabled them to control a big proportion of the crop, it proved highly profitable but at the same time made it necessary for them to make very liberal use of their banking credit as the capital required from one season to another was naturally great. When the panic came it found them with assets that were undoubtedly ample and good but entirely lacking the very essential liquid quality which permits of ready conversion. Banking facilities were then controlled by British institutions who were influenced to call in their loans by the great Baring failure in London and the fall in silver —then the money basis of these islands. Russell, Sturgis & Co. were not prepared to meet the demand and were forced into bankruptcy. The planters who had depended upon them for financial assistance were deprived of this support and thus obliged to restrict their operations. The depression in the value of silver placed a heavy burden of exchange on the commerce of the islands thus reducing the market value of all export products and increasing the cost of foreign goods. The result was evidenced in a falling off in exports of sugar for 1894 of nearly seventy thousand tons or twenty-six per cent.

It was about this time that the beet sugar industry was receiving attention and government assistance in the United States. That country had become a large user of European beet sugar which was imported at low cost on account of the export bounty it had received from the governments of the countries where grown. Recognizing the desirability of producing more of the sugar it was consuming the United States was paying a bounty on the local product including both the cane and beet. This later gave way to a high protective duty which is wholly effective for the reason that large importations of sugar are still necessary notwithstanding the fact that production has recorded an enormous increase under the stimulus of high prices.

Beet sugar is turned out by the mills in refined form and, due largely to this fact, offered a competition that made it necessary for the refiners of raw cane sugar to obtain a higher grade than it had been customary to use. This requirement was emphasized in the United States as beet sugar became an important factor in the market. In the principal cane growing countries, notably Cuba, Hawaii, and Java, from which the United States had been drawing the larger part of its supply, the industry responded to this demand, but the Philippine planter, deprived of the financial assistance upon which it had become his custom to depend, was unable to procure the expensive equipment that would alone enable him to produce sugar of the higher grades and so was compelled to fall behind in the race. The best grade of sugar exported from these islands polarizes around 88 or 89 degrees and is in the class designated as Muscovados the value of which, in the New York market, is $11.20 less per ton than that of the standard 96 degree article. This is our best grade—most of the crop is of the heavy molasses variety ranging down to 75 degrees test and worth $16.80 less per ton than 96 test sugars. Cuba, which is the heaviest grower among countries from which the United States draws its supply of raw cane sugar, produces very little that falls under 94 degrees polariscopic test and the greater part goes to 95 and 96. Hawaii's product is practically all high grade, and Java, where the government exercises infinite care in the supervision and regulation of the industry, supplies to the United States each year several hundred thousand tons of raw cane sugar that averages

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ON A PHILIPPINE SUGAR PLANTATION

HAULING FROM THE FIELDS

A SUGAR MILL BOILING HOUSE

above 97½ degrees test. This furnishes a striking illustration of the advance that has been accomplished by the industry since twenty years ago when the sugar generally produced was of the same grade as the present output of the Philippines where not only has the grade remained unimproved but where production has actually fallen off.

The outbreak of an insurrection against Spain in 1896 disrupted conditions as regards labor and all internal economies and before the country had had opportunity to become tranquilized the insurrection of 1899 against American authority, which quickly degenerated into a devastating guerrilla warfare, kept the islands in a state of ferment that stifled nearly all industrial activity. Then, just when affairs began to settle and the people were to have opportunity to renew their pursuits in peace, an epidemic of rinderpest lasting through two years killed a full 80 per cent of the work animals on the farms and left the people without their accustomed help in tilling the soil. This completed a demoralization that had become general but affected most seriously the sugar industry because of the ruinous state into which it had already been plunged, first by loss of the financial support upon which it had mainly been built up, then the competition created by a demand for higher grades of raw cane sugar which it was unprepared to meet, followed by two insurrections but a short period apart which caused great destruction of property and depletion of the labor supply. Then came the culminating misfortune of loss of the work animals upon which depended the cultivation of the fields. There is little wonder that the industry was prostrated; the only wonder is that it continued to exist at all.

When the sugar industry was at its height in the Philippines there were nearly 300,000 acres under cultivation to cane at one time. The area in sugar cane at present is estimated at 168,263 acres. The Bureau of Internal Revenue has compiled a report, based on personal investigations made by its agents, which places the area contiguous to that already under cultivation, which may be classed as sugar land, at approximately 250,000 acres. These figures indicate the amount of uncultivated sugar land that is available and show how small is the acre yield in these islands. The census of 1902 gives the average product of sugar per acre for the entire archipelago at 2,200 pounds, the lowest being in Pampanga and adjacent provinces where it was but 1,200 pounds and the highest in Negros where the average yield was 2,800 pounds to the acre.

During recent years the production of sugar in these islands has ranged from one hundred and seventy-five to two hundred thousand tons. Of this amount approximately fifty thousand tons have gone into local consumption, the remainder being exported. China has been the best customer, taking about two-thirds of total exports. Part of this has gone to the refineries on the British island of Hongkong and part to China proper where it is consumed in its raw state. There is a small refinery at Malabon, a point near Manila, but it is not a modern plant and does not appear able to compete successfully with the Hongkong refineries even for the local trade. The consumption of refined sugar in the islands has been comparatively insignificant; annual imports, exclusive of that supplied to the United States Army and Navy, amount to less than four thousand tons.

The United States has taken varying quantities of Philippine sugar each year, usually from a sixth to a third of the total exported. The legislation recently enacted by Congress, which provides for admission duty free of up to 300,000 gross tons in a year of Philippine sugar into the United States, makes it probable that all of the better grades produced here will be diverted to that market; and, as the industry should prove strongly attractive to capital for investment in modern mills, there is reason to hope that within a few years improved methods of treatment and manufacture will have changed the character of the product, improving the quality so that all produced will be enabled to enjoy the benefit of the remission of duty.

It is obvious that the future lines of the industry in the Philippines are closely bound up with the question of the commercial relations of these islands with the United States, and those relations, in turn, hinge on the one proposition of sugar. It was the mighty sugar interests of the United States, represented by the refiners, the beet manufacturers, and the cane growers of Louisiana and Texas —nearly all of which are under control of the gigantic Trust—that prevented passage by the Senate in 1906 of a bill providing for unqualified free trade which had received almost unanimous endorsement by the House of Representatives. And it is these same interests, the fear of whose power to check any concession whatsoever, induced the present administration to arrange a compromise under which a limit was placed on the amount of sugar that should be admitted into the United States from these islands duty free. That this limitation is not necessary for the protection either of the cane or the beet sugar producer of the United States is susceptible to absolute demonstration. The real problem that confronts the nation is where it can in the future obtain the sugar to supply the needs of its people and at the same time secure a market for articles of their production that will compensate as an exchange. Hawaii and Porto Rico have reached the limit of their productive capacity; Louisiana and Texas have been able to show but small progress in the industry even after the enjoyment for many years of the benefits of bounties and high protective tariffs, so that it would seem reasonable to assume that those states will not contribute materially to the increasing demand. The beet sugar industry has expanded but little during several years just passed and experience has demonstrated that the irrigated regions of the west furnish the only practicable field for its future growth while the area that is there available is so restricted as to proscribe a further rapid development.

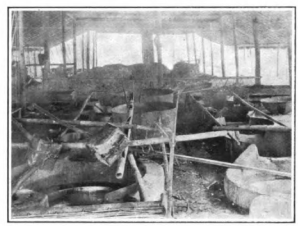
There remain only the Philippine Islands of all its territory, to which the United States may look for sugar to supply the needs of the people and, at the same time, gain a trade in its own products to compensate for the purchase of that great staple.

In 1908 the United States was obliged to buy, in foreign markets, 1,646,456 long tons of sugar. This was 202,796 tons more than was imported in 1895—thirteen years before; yet in those thirteen years production in its own territory had increased 1,116,382 tons which amount, together with the 202,796 tons additional, had been absorbed by the actual increase in consumption alone. This increase is going on steadily, but neither Hawaii, Porto Rico, Louisiana and Texas or the sugar beet growing states of the west are able to increase their quota of supply, and where the requirements of sugar by the people of the United States in 1908 exceeded production in United States territory by nearly seventeen hundred thousand tons, by 1918 that excess of consumption over production will have grown to more than three million tons.

Where will this enormous quantity of sugar come from? Will the United States purchase the product of Europe, of Cuba, and of Java without receiving trade from those countries to recompense, or will it develop the industry in the Philippines—its own territory—and obtain its supply there, where for every dollar it pays for products of those islands it will sell a dollar's worth of its own?

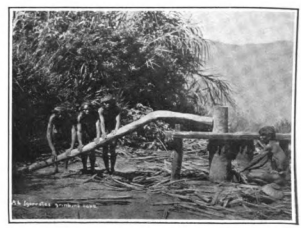
Squiers & Bingham

ANOTHER FILIPINO METHOD OF GRINDING CANE



Martin

INTERIOR OF A PHILIPPINES SUGAR MILL



Squiers & Bingham

AN IGOROT SUGAR MILL

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THE PROGRESS OF EDUCATION

(*Continued from page 50.*)

they teach for a period at least equal to that spent in the school. Others are municipal teachers who, under like arrangement, are furnished a year or more of special training by their municipalities.

A very excellent Normal Course is also given girls in the convent of the Asumpción—a private Roman Catholic Institution in Manila. Students completing this course take the regular government examination before graduation, and are eligible for appointment in the teaching service without further examination.

A further effort better to train our primary teachers is made by conducting in each school division what is known as a Vacation Institute. These institutes are held during vacations and teachers are urged to attend them. Classes in English are given and the teachers drilled in the best methods of instruction.

The primary course extends over a period of four years. The children are first set before a chart, and the teacher begins to practice them in the use of simple English words. This is followed by reading and writing, primary arithmetic, geography, singing, drawing, and such industrial work as the making of native hats or baskets. In the final year the keeping of simple accounts is taught, the elements of physiology and hygiene, and more advanced practical work, such as farming, the culture of flowers, and the general use of tools for boys, and housekeeping, sewing, and weaving for girls.

In training girls much emphasis is now being placed on housekeeping, the care of children, and very simple nursing. Many domestic science teachers have been sent to the schools and a large number of model Filipino cottages erected wherein the children learn how their daily lives may be improved and made more sanitary.

In developing our primary course, it is our endeavor constantly to keep in mind the fact that the great mass of the people will never receive further school instruction. It cannot be too comprehensive for it is better to have pupils know a few things well than many imperfectly; and it should as far as possible have a real influence on the every day life of the people.

English has been our most difficult subject. It was a new language; and it has taken time to have the children become so familiar with it that they will use it in ordinary conversation. More and more they are doing so now, however, and one listening to the remarks and the familiar slang at a baseball game between two school teams might easily imagine himself in the bleachers at home. The use of English has come to be an evidence of education and to confer distinction on the speaker; and while many eminent men trained in the old schools will never use any language other than Spanish, English will be everywhere spoken by the coming generation.

Those pupils who have finished the primary course and who wish to continue their studies, enter the intermediate schools, of which there are some two hundred in the Islands. The teachers in these schools are all paid by the Central Government and are under the immediate charge of the Division Superintendents. The majority of them are American men and women.

The intermediate is a three-year course. The pupils devote forty minutes daily to each of the following subjects: English grammar, reading, arithmetic, science, in the second two years geography, and in the final year history and government. In addition eighty minutes a day are spent in manual training or industrial work.

A student who has completed this course will have a fair education indeed. He should be able to write English correctly and with ease, to read any except technical books, to keep ordinary accounts, compute interest, have some knowledge of the geography of the world and of the history and the governmental organization of the Philippines and know the principles of sanitation and hygiene.

In industrial work a boy will be familiar with the proper cultivation of the common vegetables and flowers. He will know how to use garden and carpentry tools, and be able to do ordinary repairing and construction with them. And he will have been taught these things by doing actual work with his hands.

A girl will know a great deal about housekeeping according to American ideas, about the use of cleansing materials and disinfectants; about cooking, the care of the sick, sick diet, and the care of infants. In addition she will have had a complete course in sewing, and have learned how to prepare table and bed linen and infant's apparel.

The intermediate course is followed by that in secondary instruction—a four years' course given in the high schools. There are at present thirty-five such schools in the Islands, located as a rule in the provincial capitals.

This course does not differ greatly from that given in the best high schools in America. The pupils study English literature, history, mathematics, including algebra and geometry, physics, economics, physical geography and geology, zoology, agriculture, and sometimes Latin and Spanish.

There are few colleges in the Islands and the professions will for many years be filled with men and women who have completed only this high school course. The endeavor has, therefore, been to make the course as comprehensive as possible, and to give to those who complete it a sufficient familiarity with literature and science to enable them intelligently to continue their studies therein should they care to in after life.

In addition to the course just described, a special teaching course is given in the high schools. This differs from the regular course only in that the pupils become acquainted with our school methods, texts, and organization, and receive actual pratice in teaching.

These eleven years comprise the regular course in our public schools. There are, however, a number of special schools under the control of the Bureau of Education, the most important being the thirty-five manual training schools, or, as they are more frequently called, the Schools of Arts and Trades. Pupils from both the primary and the intermediate schools enter the trade schools. They continue their studies in English, reading, writing, arithmetic, and geography, receiving perhaps some instruction in mechanical drawing, but the major portion of their time is devoted to learning a trade, such as blacksmithing, carpentry, or cabinet making. In the Manila trade school there is a department in which boys are trained to repair and drive motor cars of various makes, as well as launches and explosive engines of all kinds. Many hundreds of automobiles are already in use in the Islands, and more are being imported constantly; so that the graduates of this department are much in demand and receive excellent wages.

Many of the trade schools—in fact the majority of them—are entirely self-supporting, their products finding a ready sale, and the students themselves receiving a wage for work done outside of school hours. These schools are popular with the people;—more popular perhaps than any other branch of our work,—and provincial officials are continually endeavoring to increase their number.

In several provinces we have established agricultural schools, where the pupils are receiving practical instruction in farming. These schools, however, are not yet so well developed as those giving manual training.

HEALTH CONDITION IN THE PHILIPPINE ISLANDS

(*Continued from page 21.*)

group of diseases which are due to indiscretions in food, drink habits, and lack of exercise are very common in the Philippines, and are to a large extent preventable by proper personal hygiene. In this class belong many of the gastro-intestinal troubles, kidney disease, and the so-called "tropical liver."

Caring for the sick.—Even with natural health blessings and after preventive medicine, public health measures and personal hygiene have been efficiently carried out, Manila, like all other cities, has its share of illness and injuries to be cared for. No city of its resources is better equipped to do this, however, nor is it done elsewhere with greater efficiency. There is a sufficient number of well qualified physicians who are especially fitted by training for the work, and competent specialists in all the leading subjects may be had at all times.

Hospital facilities are ample and good and the hospitals are well supplied with nurses of a very high order of training and with experience in the peculiarities of their work in the tropics. The Philippine General Hospital, which will be ready for occupancy about March 1st, is a most complete and modern structure, planned especially to meet tropical conditions, constructed of concrete and fully equipped with the most modern and useful apparatus. It is designed to care comfortably for 350 patients, with more than 50 private rooms, 8 small wards for private or paying patients, and the rest of the space is to be used for caring for the deserving poor. This hospital will be administered under the personal supervision of Dr. Victor G. Heiser, Director of Health. It will have a large staff of nurses, internes, and resident physicians. The professional care of the sick will be by a large staff of visiting physicians, and the care of the poor patients will be by the members of the Faculty of the Philippine Medical School.

The principal departments of this hospital are specially constructed for the varying needs of the different classes of patients. The surgical building is entirely separated from, but connected with, the other buildings by covered passageways. This building, like all the others, is of two stories, with operating theatres and necessary preparation rooms on the second floor; while the first floor will be used for emergency surgery, hydrotherapeutics, electric diagnosis and treatment, and will also have the eye, ear, nose, and throat operating and treatment rooms. The obstetrical pavilion is especially well adapted to the requirements of this branch of medicine; and contains 10 private rooms, 2 small paying wards, and a sound-proof delivery room on the second floor; while the first floor contains a delivery theater and ward for the accommodation of some 25 free patients. A special ward has been provided for children and all other departments have received whatever special care deemed necessary and practicable.

The building will have its own light, power, and cold storage plant, with all other modern conveniences usually employed for the comfort and pleasure of the sick. The present Civil Hospital, which has served its period of usefulness, will be abandoned when the new hospital is in operation, and Civil Government officers and employees will be cared for in the new building.

St. Paul's Hospital, as is well known, is a private institution belonging to and operated by the Sisters of St. Paul de Chartres. It has a large staff of visiting physicians and the administration and nursing is done by the sisters, assisted by 25 Filipino student nurses. It is at present one of the largest and the best equipped hospitals in the Islands. There are 17 private rooms; 45 paying ward beds, and about 120 free beds, 100 of which are maintained by the Government.

University Hospital, with its free dispensary, is under the direction of Bishop Brent, and although smaller than St. Paul's is well appointed for the care of all classes of patients. It is administered by a Board of Governors, has a staff of visiting physicians, and the nursing is by American trained nurses, assisted by Filipino student nurses.

Mary Johnston Memorial Hospital is a charitable institution. It is maintained by the Methodist Church and is doing excellent work among the deserving poor.

The Infectious Diseases Hospitals, which are under the Director of Health, are well constructed and operated and patients receive excellent care by specially trained and experienced physicians and nurses.

Other hospitals which may be mentioned are the San Juan de Dios, San José, the Spanish and Chinese Hospitals.

A summary of the above remarks will show that the lot of the resident or visitor in the Philippines is not a particularly hazardous one. Such a person's chances of avoiding infectious diseases and of otherwise maintaining good health are equal to his chances in most countries of the world, and are by far better than they are in any other tropical country.

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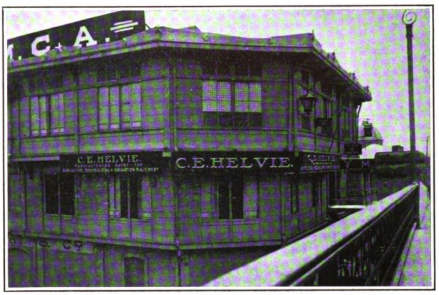
C. E. HELVIE

Manufacturers' Agent for Agricultural Roadbuilding and Irrigation Machinery

Mr. C. E. Helvie, manufacturers' agent and the importer of much of the agricultural, road-building and irrigation machinery that has been used in the prosecution of various important public works throughout the Islands, is one of the earliest American settlers who have cast their lot in the Philippines and are now aiding in the development of the country's boundless resources. As a pioneer in the introduction of modern machinery into the Philippine Islands, he has had much opportunity to observe the progress which has been made here since the American occupation, and has some well settled convictions as to the future outlook. In speaking of the Philippines and the future, he said:

"I believe the Philippines hold untold possibilities, and with the investment of capital in the various enterprises of the Islands and the reclaiming of vast tracts of agricultural lands and the employment on them of modern agricultural machinery, the country will enter upon an era of prosperity such as it has never before enjoyed. I like the Filipino people, among whom I have lived for the past ten years, and I believe they have a great future which might not have been foretold at the time of the American invasion, but which now becomes more apparent as time wears on. The policies of President Taft I believe to be sound, and that it was mainly through his policies, while Governor of the Islands, that the present state of development and progress has been reached. But the progress thus made is not merely along commercial lines, but is broader and more significant. The Filipinos have profited immeasurably, and today we find them occupying positions in all branches of the government of these Islands—on the Supreme Court, the Philippine Commission, the Courts of First Instance, in the Philippine Legislature, and many other positions of more or less importance. And these officials, with but few exceptions, have proved themselves worthy of the trust."

Mr. C. E. HELVIE



THE OFFICES OF MR. C. E. HELVIE

Mr. Helvie is a firm believer in the Philippines, and as an evidence of his faith in the future of the Islands, decided to remain here and invested considerable money in the purchase of a home in a select residential district of Manila and in the construction of a large warehouse located on the waterfront.

Mr. Helvie represents in the Philippines the following well-known firms:

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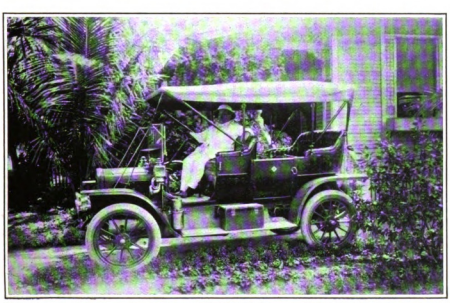
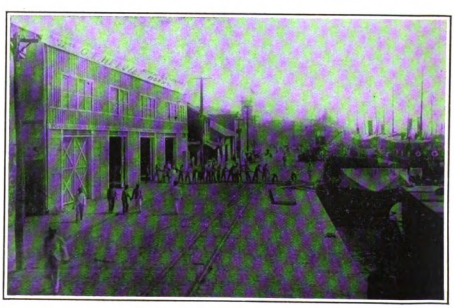


MR. HELVIE AT HIS MANILA RESIDENCE



THE C. E. HELVIE BODEGAS

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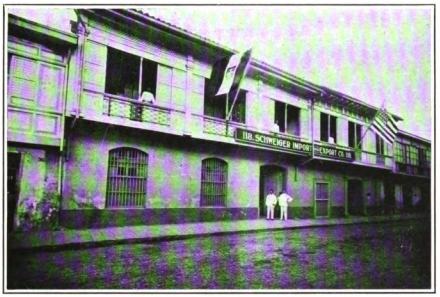

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GIUSEPPE COLOMBO
Manager, Manila Branch

Exporters

OF

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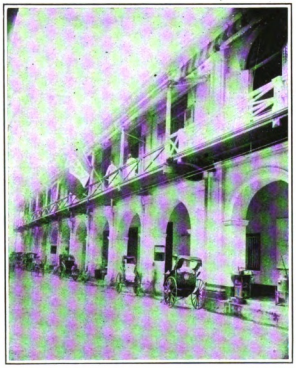

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PHILIPPINE HEMP STATISTICS

HEMP EXPORTS 1901-1908 PICULS.

Provinces	1901	1902	1903	1904	1905	1906	1907	1908
Albay	547,096	545,941	527,171	591,354	521,658	406,038	479,879	548,194
Sorsogon	190,764	172,640	281,957	210,878	212,184	157,072	231,912	198,789
Leyte	259,803	258,478	289,802	241,461	246,016	266,100	349,245	144,594
Samar	18,804	86,983	165,605	121,551	106,364	93,788	166,420	318,059
Camarines	158,876	170,401	182,835	162,736	173,108	147,390	132,264	179,283
Mindanao	81,910	68,706	33,940	42,574	51,210	55,320	74,816	93,742
Other districts	33,830	46,677	82,963	60,041	89,228	58,314	61,822	42,271
Cebu	62,343	84,564	129,092	72,630	59,834	32,866	17,960	29,975
At Manila	1,353,426	1,434,390	1,693,365	1,503,225	1,459,602	1,211,888	1,514,418	1,554,904
At Cebu	192,720	364,666	314,727	306,048	350,556	156,427	428,698	549,350
Grand Total	1,546,146	1,799,056	2,008,092	1,809,273	1,810,158	1,368,315	1,943,116	2,104,254

HEMP RECEIPTS 1901-1908 *BALES

	1901	1902	1903	1904	1905	1906	1907	1908
United States	186,707	399,099	465,318	341,408	400,193	399,822	344,979	384,330
Great Britain	653,822	380,161	451,103	433,284	359,249	310,880	396,014	437,710
California	24,802	34,436	63,512	88,784	85,392	54,282	54,959	84,854
Australia	15,784	9,927	14,564	61,158	55,419	11,128	13,710	16,518
Other Parts	32,234	22,897	55,468		.....	42,979	78,008	100,732
Total Exports	913,349	846,520	1,049,965	924,634	900,253	819,091	887,670	1,024,144

*A bale contains two piculs, or 280 lbs. weight.

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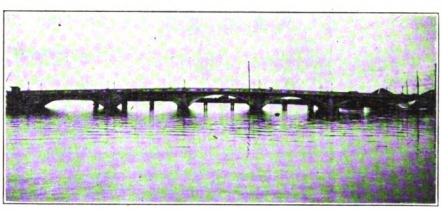

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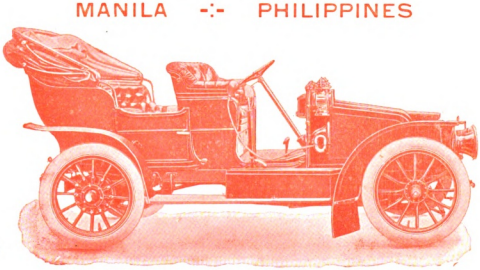

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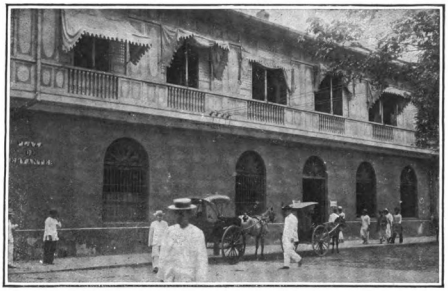

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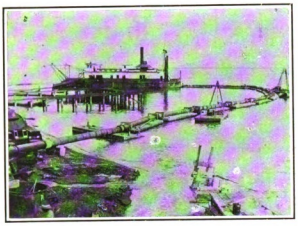

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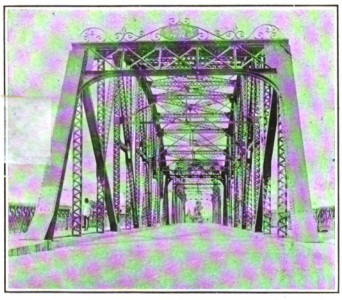

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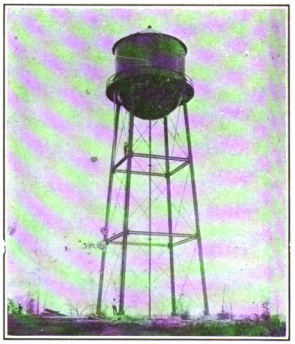

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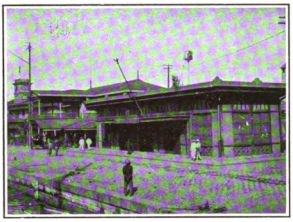

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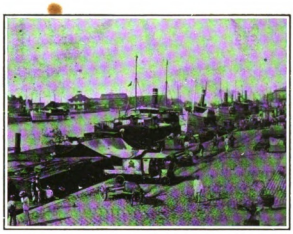

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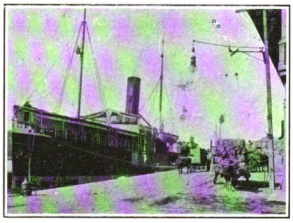

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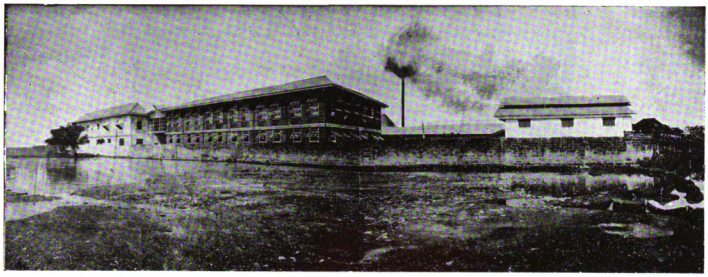

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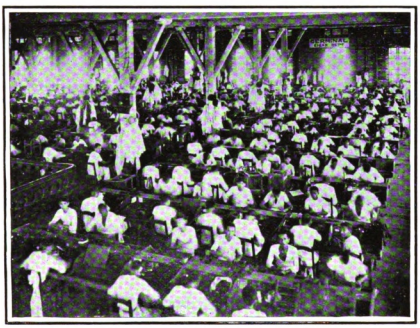

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SECOND ANNUAL EDITION

Edited by ELEANOR FRANKLIN EGAN

Published as a Supplement of THE MANILA TIMES, Pioneer Daily of the Philippines, Sunday, March 19, 1911

by

The Times Publishing Company

MARTIN EGAN, Managing Director. E. M. WEBSTER, Business Manager.

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HON. W. CAMERON FORBES
GOVERNOR GENERAL OF THE
PHILIPPINE ISLANDS
ON
NOUREDDIN, HIS FAVORITE POLO PONY

E.W. BOLPT

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THE MANILA TIMES

SECOND ANNUAL EDITION

THE NEW PHILIPPINES

By

Martin Egan

THERE is a new spirit alive in the Philippines. It is the spirit of modern progress which breathes an inspiration to wider achievement than these islands have ever known, to larger and better accomplishment than ever before seemed possible; and when it shall have wrought all that it pledges, the world will cease to think of the Philippines as a place of medieval romance, or modern Utopian experiment, and claim the country in full brotherhood.

The land is one whose possibilities challenge the imagination, and when its people shall have been taught to take from the rich soil all the bounty which nature has to offer, the account will be worthy of entry in the world's big ledger of commerce.

Those Americans who are impatient of the progress that has been made since their country, by the unsought chance of war, assumed administration in the Islands, too often forget the great facts which underlie the general relationship. They forget that the Islands were taken and held by Spain during the long ages of her reaction; fail to realize that when America came two civilizations met in what might well be called a head-on collision; fail to grasp differences of race environment; forget that law, habit and custom are of deep and sturdy root; fail to make allowance for the wounds and prejudices of war; forget the handicaps put upon the people by the old order; and they would transmute over-night what only the evolution of decades may change. But the work of one decade has turned the tide and channel of the people and the next decade will surely redeem the promise of the last.

America found in the Philippines a condition close to chaos; a people almost prostrate. Authority had broken down, order had gone, and its first work was to re-establish order and to re-enthrone the Law.

Disorder had impaired the productive capacity of the people, almost ruined business and heavily reduced commerce, but with the resumption of work began a hundred projects for the improvement of the condition of the whole people. Popular education was everywhere instituted, not only that the people should be re-inspired but that they should be trained and fitted for their part in the future. The currency of the country was rescued from the fluctuating system of the Orient and placed upon a stable basis. Political institutions were built up in cities and provinces and hundreds of Filipinos were enlisted in the central government that the people might be trained in political science. The construction of a system of highways and railways was entered upon and an interisland steamer service given the encouragement of subsidy. A scientific war was commenced upon disease and the insanitary conditions under which a large proportion of the people lived. The country was policed, extensive public works undertaken and a system of irrigation, capable of insuring the people a constant supply of rice, their staple food, was provided for. Postal savings and agricultural banks were organized by the government, the public domain was opened to entry under liberal terms and the huge hardwood forests of the country placed under a scheme of modern conservation. Legislation, designed to encourage industry and thrift, to free the individual from feudal methods and to uplift the people, was enacted.

The background against which the American administrators have worked has been previously stated. How well they have done may be determined by any person who visits the scene of their labor, and especially well may it be measured by any person who saw and remembers the old order, the old Philippines. What they have done is worthy of the praise of their countrymen; what they plan to do is worthy of the sympathy and encouragement of their countrymen. They and those who have joined with them have made progress the watchword of the time and progress is the order of the time. Production is steadily increasing, additional land is constantly being brought under cultivation, the resources of the people grow, new industries are constantly being inaugurated, education is ever widening its beneficent influence, construction can be seen everywhere in town and country and the forward movement is manifest among all the people. The passage of the Payne bill rang in the first hour of the new era and under its inspiration the foreign trade of the Islands in the first year of its operation jumped forward from ₱36,000,000 to a total of nearly ₱154,000,000, a large proportion of which was with the United States.

This has been called imperialism, but titles are often misleading. It is several things, but none of them is imperialistic. For one thing it is good, hard work, work that is worth the doing. It has been and is the strong helping the weak and there has been no overlordship, the political agitator and the sentimental anti-imperialist to the contrary notwithstanding. To the man whose sentiment in behalf of the Filipino people has been touched to the extent of opposing any and all forms of American control let it be said, and said with truth, that there is as great a democracy here as exists in any state of the American union. All of the individual rights and all of the common rights, except the doubtful one of trial by jury, are here enjoyed to the full. Justice is fair and speedy, the judicial system working infinitely better than it does in most American states. Government is for and in behalf of the people and their part and voice in it is a large one. Its work is for the common cause.

Two demands, alike unfounded, obtrude themselves at this time. One is the insistence of the political minority for immediate control of the affairs of the Islands, the other the cry that the Islands shall not be exploited by the American trusts and monied interests. The aspiration for complete self government, pressed now by the politically active, is a natural one but untimely until several essential conditions have been fulfilled. The other is, as far as local observation reveals, a bogey. No American trust has made any considerable investment in the Philippines. Exploitation of the Filipino people for purely commercial purposes and their complete exclusion from its profits would be a national crime to the eternal shame of the American people. Equally would it be a crime to hold them in the bondage of comparative poverty. They and the country need money for development purposes, and somewhere in fair middle ground is the course to be followed. There are already in operation a series of laws well calculated to check the rapacity of exploitation and these may, if necessity arises, be further extended and made more restrictive. The truth is that they should at this time be somewhat liberalized, but for assurance sake let's take the other view. The people themselves are already protected from exploitation by labor by the extension to the Islands, many years ago, of the Chinese exclusion measure, and they can only be benefited by the introduction of capital for legitimate enterprise, the field for which is one of the best in the world.

The Philippines have been compelled to fight for recognition. Knowledge of them has been slight, ill report of them widespread. Interest in their welfare has at times run to a low ebb in the United States, whose people should give chief support to their upbuilding and advancement. Helpful legislation has come tardily and grudgingly. The one active interest in the United States, prior to the advent of sugar and tobacco lobbies which opposed fair legislative concessions, was a society committed to the unholy object of casting the Filipino people adrift to make shift for themselves, and it never missed an opportunity to malign the motive and purpose of all Americans connected in any manner with the Islands and their affairs.

But despite handicap and obstacle the measured tread of modern progress forms the keynote of life today in every civilized community in The New Philippines; and all that is asked is a fair field for the realization of a splendid future.

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The Honorable Gregorio Araneta

Philippine Commissioner
and
Secretary of Finance and Justice

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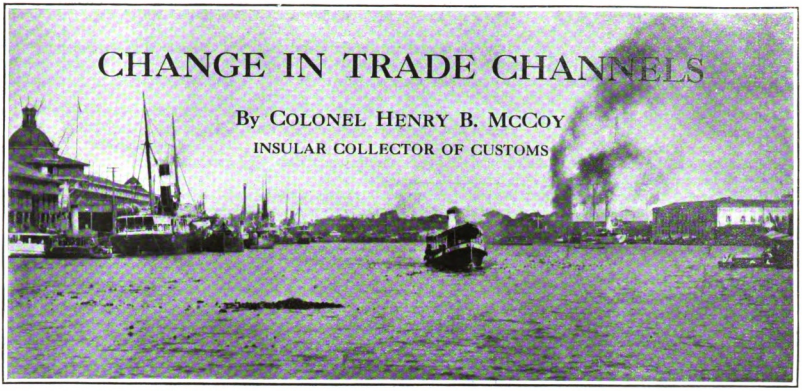
CHANGE IN TRADE CHANNELS

By COLONEL HENRY B. McCOY
INSULAR COLLECTOR OF CUSTOMS

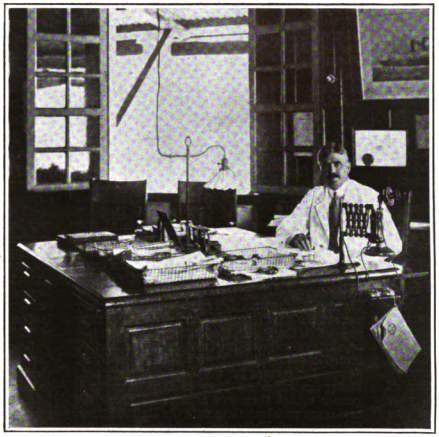


THE PASIG RIVER AND THE CUSTOM HOUSE.—THE PHILIPPINE TREASURY ON THE OPPOSITE (RIGHT) BANK.

WITH the enactment of legislation by Congress on August 5th, 1909, providing for the free exchange of products between the United States and the Philippine Islands, there came almost simultaneously a shifting of the channels of trade through which the external commerce of the Islands is coursed. Under the stimulus of free trade not only has a broader market been developed here in the Islands for American goods, but a large part of the import commerce of the Philippines has been diverted from foreign countries to the United States.

Although the new legislation had been in actual operation for less than nine months prior to the close of the fiscal year nineteen hundred and ten, yet the results obtained were far in excess of our fondest expectations,—the returns of the Bureau of Customs for the year showing a remarkable increase in the foreign commerce of the Islands over any previous year in their history. It will no doubt come as a revelation to the average reader to learn that the total foreign trade of the Philippine Islands during the fiscal year reached the unprecedented value of nearly one hundred and fifty-four million pesos. This amount is made up of imports valued at ₱74,123,850 and exports valued at ₱79,773,704. From an economical standpoint a very satisfactory condition of affairs is indicated by these figures, which show a balance of trade for the year to the extent of ₱5,649,854 in favor of the Islands. The foregoing amounts represent the value of the regular commercial transactions only, and do not include supplies and equipment to the value of eight and one-half million pesos imported duty free for the Federal and Insular governments.

This has been the most successful year from a commercial standpoint in the history of the country, and one cannot analyze the year's returns without being profoundly impressed by the enormous development that has taken place. The returns show that the people of the Philippine Islands spent abroad during the fiscal year 1910 eighteen and one-half million pesos more than during 1909. This remarkable advance in the foreign purchases of the Islands is very nearly equalled by an increase of twenty-eight per cent in the amount of money received for Philippine products sold to other countries during the year. The purchasing power of the inhabitants of the Islands was thus augmented to the extent of approximately eight million pesos over the preceding year. The explanation of this wonderful growth in the Islands' import and export trade is found in two separate laws enacted by the Congress of the United States last August; the one known as "The Philippine Tariff Law of 1909," and the other as "The United States Tariff Act of 1909," (commonly called "The Payne Tariff Law.") The first-mentioned tariff provides for the unlimited free entry into the Philippine Islands of all articles (rice excepted) grown, produced or manufactured in the United States. The Payne Tariff Law reciprocates by admitting into the United States free of duty all articles of the growth, product or manufacture of the Philippine Islands (except rice), as well as foreign articles from the Philippine Islands which do not contain more than twenty per cent of imported materials, with certain limitations in the case of sugar, tobacco, and cigars.



Col. HENRY B. McCOY
in his office at the Custom House

The avidity with which the people of the Philippine Islands availed themselves of the opportunity thus afforded them to purchase American goods without the payment of any import tax is very clearly shown by the immense increase in the importations from the United States since the new law became operative. The privilege of buying American merchandise at United States prices was something for which we had been waiting a long time, and the response to the new trade conditions was both prompt and generous. The immense gain made by United States imports into our markets was not confined to any particular line of merchandise. The increase was manifest along all lines, and many industries in the United States secured a larger share of the Philippine import trade than they were able to obtain under previous tariff relations. Commercial imports from the United States jumped from ₱9,387,662 in 1909 to ₱21,552,256 in 1910, an increase of more than twelve million pesos, or one hundred and thirty per cent, under free-trade conditions that had been in operation for less than nine months of the year to which these figures pertain. This places the United States for the first time at the head of the list of countries exporting merchandise to the Philippine Islands.

As a general rule cotton goods constitute the largest item of imports into most tropical countries, and this is especially true of the Philippines. It is not surprising, therefore, to find that this commodity was the first American product to take advantage of the new market opened up in the Islands by the removal of the customs tariff. Importations of cotton goods from the United States advanced from ₱1,181,270 in 1909 to ₱4,241,174 in 1910, which represents an increase of almost three hundred per cent. This resulted in a considerable loss of trade by foreign exporters of this class of goods; Europe being the principal loser by more than half a million pesos, divided as follows: Switzerland, ₱118,042; Spain, ₱98,184; United Kingdom, ₱87,346; Netherlands, ₱80,464; Italy, ₱76,488; Belgium, ₱29,406, France, ₱28,726, and Germany ₱14,918. The British East Indies also received a set-back amounting to ₱153,494 in their exports of cotton goods to the Philippines during the year. The returns for the first four months of the present fiscal year, from July 1st to October 31st, 1910, show a continued increase in the importations of American-made cotton goods, especially as regards textiles. During this four months' period there were imported into the Islands from the United States 2,779,168 square meters of colored cotton cloths, valued at ₱629,582; 2,913,765 square meters of bleached cotton cloths, valued at ₱609,775; 2,609,516 square meters of printed cotton textiles, valued at ₱441,568, and 1,182,645 square meters of unbleached cotton cloth, valued at ₱212,578. Cotton thread to the value of ₱46,660 was received from the United States during the four months, and imports of American raw cotton worth ₱33,756 are also shown for the same period. These figures represent a general average increase of thirty-three per cent over similar

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importations from the United States during the same period last year.

Illuminating oil is another important item of the Islands' import trade that shows an immense gain in shipments received from the United States. The importations of this article from the United States amounted in 1910 to 40,958,745 kilos, valued at ₱1,885,468. This is an increase of 25,837,534 kilos, valued at ₱1,112,084 over imports from the same source in 1909. During the same period the Dutch East Indies suffered a loss of ₱68,136 in exports of this commodity to the Philippine Islands.

Commercial importations of wheat flour from the United States during 1910 amounted to 21,592,862 kilos, valued at ₱2,197,646. This is an eighty-two per cent increase in favor of American flour over the preceding year. Heretofore the wheat flour trade of the Islands was very nearly equally divided between the United States and Australia; the latter country, on account of its proximity to the Philippines, having secured a slightly larger share of the trade. The benefits operating to the advantage of Australian flour by reason of the shorter journey and consequent decreased risk of deterioration, as well as lower transportation charges, have been offset by the establishment of free trade with the United States, and as a result the imports of American flour during 1910 show a gain of 7,703,286 kilos, valued at ₱993,752, over 1909, while receipts from Australia were reduced to the extent of 4,137,028 kilos, valued at ₱134,718, during the same period.

Iron in sheets and plates was imported from the United States in larger quantities than ever before, the increase over 1909 amounting to one hundred and seventy per cent, or ₱551,632 in value. Great Britain was the heaviest loser with transactions ₱171,362 below those for 1909. Imports of American machinery increased from ₱249,630 in 1909 to ₱755,122 in 1910, a gain of more than two hundred per cent, and this trade is still increasing very rapidly. Sewing machines imported from the United States (not included in the foregoing figures) increased in value from ₱69,526 to ₱88,218, while Germany's loss of this trade during the year amounted to ₱31,606. During the first four months of the present fiscal year there has been imported from the United States mining machinery to the value of nearly ₱70,000; saw-mill machinery valued at ₱50,000; stationary engines worth ₱50,000, and sugar machinery to the value of ₱48,000.

Free trade promptly diverted the cement imports of the Islands from European countries to the United States. In 1909 only 39,100 kilos, valued at ₱552 came from the United States, while during 1910 the imports from that country amounted to 9,175,606 kilos, with a value of ₱206,156. Imports from Great Britain were a million and a quarter kilos less than during 1909, and Russia's exports to the Islands declined three hundred thousand kilos under those of last year. Imports from Belgium were also reduced fifty thousand kilos

Fish and fish products were imported from the United States during 1910 to the value of ₱677,262. This is a gain of three hundred per cent over the imports from that source in 1909, when the value thereof amounted to only ₱173,974. During the same period Japan lost ₱14,888 of this trade, imports from France declined ₱11,182 in value, and Australia's sales were reduced to the extent of ₱10,016.

Coffee imports from the United States rose from a nominal value of ₱23,878 in 1909 to ₱162,598 in 1910, which is an increase of nearly seven hundred per cent in one year. The British East Indies suffered a loss of more than eighteen thousand pesos in exports of this commodity to the Philippines, while Germany also lost a small portion of this trade. Notwithstanding the large increase in shipments of coffee from the United States, the Hawaiian Islands took advantage of the free-trade conditions and sent us more than forty-five thousand pesos worth of this product,—the first importations of any account from that source.

A gain of nearly one hundred and fifty thousand pesos is recorded to the credit of United States imports of cars and carriages, including automobiles, over 1909. Receipts from Great Britain during the year were reduced by ₱33,124, and Spain is shown to have lost approximately seven thousand pesos of this trade.

Paraffin and wax were imported from the United States in much larger quantities than during 1909, the increase for the year amounting to one hundred thousand pesos in value. Japan was the principal loser in this trade, with imports nearly seventeen thousand pesos less than during 1909.

American boots and shoes found a better market in the Philippines under free trade relations, imports rising from ₱118,535 in 1909 to ₱322,964 in 1910. Germany's trade in this line fell off to the extent of more than ten thousand pesos, but Spain was the heaviest loser with imports valued at thirty-two thousand pesos less than those of last year.

The United States has diverted an appreciable portion of the Philippine import trade of foreign countries in many lines not mentioned above. Imports of American-made silks during 1910 were ₱35,870 in excess of those for 1909, imported French silks suffering a decline of more than seventeen thousand pesos as a result. France also lost nearly fifty thousand pesos of her trade in musical instruments in this market, while the United States absorbed this loss by a sixty-thousand peso increase for the year. The brass and copper imports of the United States into the Islands increased approximately eighty thousand pesos in value during 1910 at the expense of Great Britain, whose loss amounted to forty-two thousand pesos during the same period. The Australian lumber trade with the Philippines declined to the extent of more than sixty-four thousand pesos, almost all of which is accounted for by the increased importations of this article from the United States.

The foregoing is not intended as a general summary of the import trade of the Islands, as this has been reviewed in detail in the annual report of the Insular Collector of Customs for the fiscal year 1910. The purpose of this article is merely to point out the extraordinary increase of trade with the United States during the year, and to indicate the extent of the trade that has been diverted from other countries into American channels through the operation of the new legislation. Let us now consider briefly some of the more important advantages that have accrued to the Philippines as a result of the free admittance of our products into the United States under the provisions of the Payne Tariff Law. The returns for the fiscal year show that Philippine exporters have profited even to a greater extent than was anticipated under the new commercial relations with the United States. Shipments of Philippine products aggregating thirty-seven and one-half million pesos in value were sent to the United States markets during the year,—an increase of seventeen million pesos over the transactions of the preceding year. This increase extended to all classes of products, but the largest gains were in the sugar and tobacco industries.

Under the encouragement offered by free trade our exports of sugar to the United States were increased from 21,285 metric tons valued at ₱1,229,158 in 1909 to 94,155 tons valued at ₱10,991,594 in 1910. During the first four months of the present fiscal year sugar shipments to the United States have amounted to more than forty-two thousand tons, valued at ₱5,278,568. These figures indicate an increase of thirty-three per cent in the quantity of sugar that will be sent to the United States during the present fiscal year.

The copra trade with the United States received a great impetus during the year, the shipments to that country aggregating 5,538,354 kilos valued at ₱894,290, against 4,713,612 kilos valued at ₱574,968 in 1909. A still greater advance in this trade is shown by the returns for the first four months of this year, during which period the exports have amounted to 3,955,689 kilos with a declared value of ₱714,948. If this rate is maintained copra shipments to the United States this year will exceed those of the fiscal year 1910 by two hundred and fifty per cent.

The hemp industry contributed larger exports to the United States than ever before. In 1909 American purchases amounted to 79,210 tons valued at ₱17,068,576. During 1910 shipments of this staple to the United States increased to 99,305 tons, the declared value of which was ₱20,798,794.

Philippine cigars found a receptive market in the United States upon the removal of the tariff, the total shipments to that country for the year amounting to 83,931,000 in number with a value of ₱3,812,894. This is an immense increase over the previous year's purchases in the United States, when the number sent was but slightly in excess of two million, valued at ₱87,636. Philippine cigarettes to the number of 8,003,000 found a market in the United States last year as a result of the new trade conditions.

The demand for the latter will naturally be slow in developing, on account of the radical difference between the cigarettes manufactured in this country and those so extensively consumed in the United States. A taste for Philippine cigarettes has to be cultivated to a certain extent, and consumers in the United States will be slow to change from their favorite brands. It is anticipated, however, that with the matter of price in its favor the Philippine cigarette will become more popular and enjoy increased sales when it is better known.

One of the minor but rapidly-growing industries of the Philippine Islands that is enjoying a great increase in sales to the United States is the local hat trade. Philippine hats are finding great favor in the American market, and shipments of this article to the United States during the past year show a wonderful advancement over 1909. The bamboo hat is the most popular with the American people. From a comparatively small trade of but twelve thousand in 1909, valued at ₱17,660, sales to the United States rose to nearly one hundred and seventy-seven thousand in number during 1910, the value thereof aggregating ₱225,150. Buri hats to the number of 5496 also found purchasers in the United States during the year. Other classes of Philippine hats numbering 6,756, valued at ₱18,344, went to the United States in 1910. Great possibilities are afforded in this trade with the United States, and it will not be surprising to find the Philippine hat competing successfully with the favorite Panama in the American market within a few years.

Free trade has been the means of stimulating exports of other less important products of the Islands to the United States, especially as regards embroidered textiles, almaciga, kapok, piña cloths, cacao, and cordage.

The United States imports from tropical and semitropical countries, each year, products exceeding a billion pesos in value. As nearly all of the commodities represented in this immense trade are or can be grown or produced in the Philippines, there is no reason why the Islands should not secure a larger share of this business from year to year. By removing the tariff from Philippine products the government of the United States has set aside the great obstacle of which we had for so long complained; and now it but remains for the producers in the Philippine Islands to respond by putting forth a greater amount of energy and increasing their production in order to realize more fully the benefits which have thus been offered. We have not only been invited to partake of a larger share of the import trade of the United States, but it will be expected of us by our friends who made free trade possible. Will the producers in the Philippines rise to the opportunity? The writer is inclined to the belief that they will.

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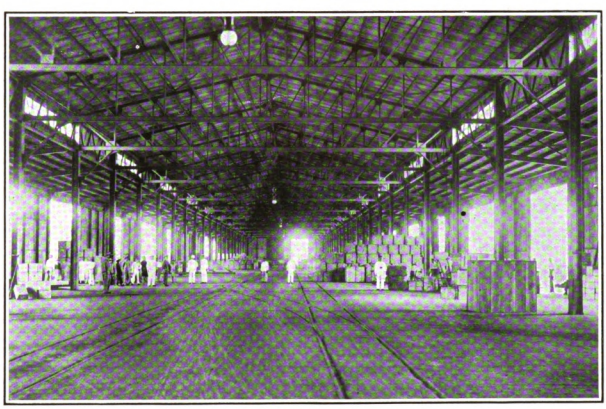
World Commerce through the Manila Custom House

CUSTOM HOUSE PIER NUMBER FIVE

CUSTOM HOUSE PIER NUMBER THREE



INTERIOR OF CUSTOM HOUSE PIER NUMBER FIVE

MARINE DIVISION, MANILA CUSTOM HOUSE

APPRAISERS' DIVISION, MANILA CUSTOM HOUSE

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THE MARCH OF EMPIRE WESTWARD TO THE EAST

By HAROLD M. PITT.

IF someone were to make the bald statement that within a comparatively few years the United States can, by rational legislation for and treatment of the Philippine Islands, develop a market here for from two to three hundred million dollars worth of its manufactures each year, taking, at the same time, an equal amount in value of the products of these islands, yet buying from them nothing for which it is not at present dependent upon other nations from which it does not receive compensating trade in return, you, Mr. Reader, would probably call him a light-hearted, flimsy-conscienced booster. And if he should go further and tell you that by development of the natural resources of these islands to a point but approaching their possibilities; by making real, to but a moderate degree, the potentialities here present, the United States would secure to itself control of the Pacific *in fact* and control also of the external commerce of four hundred million people comprising the population of China, you probably would call him a fool. Yet these statements can be backed up by absolute facts and I am going to convince you, whoever you are that may be reading these words, that this eventuality is no idle dream.

Fortunately we have at hand a comparison which brings directly to the mind the entire reasonableness of the first of these statements and establishes it as a natural, certain result. The island of Porto Rico, lying but a short distance south of the mainland of the United States, was acquired at the same time as the Philippines. But as early as 1901, legislation was enacted by Congress establishing definitely and permanently its relation to the home country, and commerce between the island and the mainland was freed of any restriction or encumbrance whatsoever. The effect of this new condition was immediate. Industries were established or rehabilitated; remunerative returns were awarded to labor, and capital was offered the inducement of a profitable market for the products of industry that it would create or develop, with the result that money began to flow freely into the island. Production increased and with it came in corresponding measure an increase in the requirements of the people. For the year ended June 30, 1901, the external commerce of Porto Rico amounted to $17,950,197. For the calendar year 1906 it had grown to $50,166,676. For the fiscal year 1910 it amounted to $68,553,745.

This industrial awakening is on all sides plainly in evidence. Among the masses of the population many before went naked; now they are clothed; those who before were clothed now are better clothed. All have better food and where before rice composed almost the sole diet of the proletariat the population is now able to afford a wholesome variety. There was imported in 1910 over two and a quarter million dollars worth of breadstuffs from the United States alone, composed principally of wheat flour, and nearly three million dollars worth of meat and dairy products besides a large quantity of miscellaneous foodstuffs. And the United States is profited as much by this development as is Porto Rico. American capital is receiving the cream of the profits of new industries and of old ones extended and enlarged, while the American producer and manufacturer is reaping the benefits of an expanded commerce with the same measure of protection as is enjoyed in the home market. It is, in fact, an addition to the home market to the extent of twenty-six million dollars a year. And at the same time, the United States is not spending a single dollar for Porto Rican products that it would not have to pay to a foreign country for the same products were they not available in Porto Rico, in which event it would receive no returning trade to compensate.

Porto Rico is a small island and quite densely populated. It has an area of 3435 square miles and boasts approximately one million inhabitants. Its soil, climate, and population represent its resources. It has practically no wealth of mine or of forest, and sugar, coffee, tobacco, and a few fruits comprise its export crops. Sugar is the most important of these and comprises two-thirds of the total; but so large a percentage of the sugar land area is already under cultivation that future development will necessarily be in the minor pursuits and industries.

This sketch of conditions in Porto Rico and of the experience there since that island became a part of the United States is introductory to the larger proposition of the Philippines. As against Porto Rico's population of one million these islands possess eight millions. Hence on the basis of comparative population alone we should be able to produce eight times as much as Porto Rico. But the area of the Philippines is 125,924 square miles against 3,435 square miles in Porto Rico, making their possibilities of production on this basis thirty-six times that of Porto Rico. There can be no doubt but that the soil of the Philippines is as rich as is that of Porto Rico while there exist here many repositories of natural wealth in forests of rare woods and stores of precious metal, that give great promise of abundant riches. We have, too, a list of products so much greater in variety than that possessed by Porto Rico that here industry, by reason of its many diverse elements, is certain to be more stable and less variable in its growth than where its pursuits are restricted as to number.

The United States, always a large consumer of tropical products, has in the past two decades increased enormously its purchases from tropical and sub-tropical countries. In 1910 its importations of products of such countries amounted to over six hundred million dollars. And a pertinent fact in this connection is that the countries supplying these articles are the only ones that show a large balance of trade against the United States. In other words the countries that furnish to the United States its tropical and sub-tropical products accumulate each year a tremendous balance of trade in their own favor which is used wholly or in part to pay for their purchases of manufactured articles from Europe. The United States needs their products and buys from them in vast quantities but it has no control over their trade and seems able to compete for it with but poor success. Obviously if it were producing these things in its own territory or in territory whose trade it could control it would be in a position to effect an exchange of its own products and manufactures for them. The truth of this is shown in the case of Porto Rico but the productive capacity of that island is limited by its comparatively small area and it is able to supply to the United States but a small part of the tropical products required there. But in the Philippines the United States has a territory with area sufficient and conditions favorable to the production of practically all of the six hundred million dollars worth of such commodities as are now consumed by its people. It is of interest at this point to enquire, what are these products? Last year the United States imported cocoa in crude form to the value of $11,376,061 principally from the West Indies, Bermuda and Brazil; coffee to the value of over sixty-nine million dollars, the major portion of which came from Brazil. This was ten million dollars less than the year before, the falling off being due in part to previous overstocking. There were $32,418,839 worth of fibers imported into the United States in 1910 and this is the only item in which the Philippine Islands figured to a material extent, our Manila hemp representing ten million five hundred and seventeen thousand dollars in the total. Manufactures of fibers imported amounted to $57,624,245, the leading items under this head being seventeen million dollars worth of jute bags that came from India and sixteen million dollars worth of linen fabrics of various kinds from Great Britain. There were $37,423,837 worth of fruits and nuts which includes over eleven million dollars worth of bananas grown principally in Honduras, Central America and British West Indies: three million dollars worth of Italian lemons: two million dollars worth of pineapples and about twelve million dollars worth of nuts from various countries. One hundred and sixteen million goat skins valued at $30,837,590 were among the imports from tropical countries into the United States last year, while $106,861,496 worth of rubber was the amount of that product of the tropics brought in to supply the country's manufacturing requirements. The bulk of this came from Brazil although a considerable part was produced in Straits Settlements, Africa and Mexico. Silk, furnished principally by Japan and Italy, made up $65,424,784 of the imports and upwards of four billion pounds of sugar valued at $106,349,005 was required to make up the difference between consumption and production in the United States for the one year. This came for the most part from Cuba which furnished over 93 million dollars worth, Java standing next in importance with six millions and the Philippines third with four and a quarter million dollars worth. Leaf tobacco to the value of $27,751,279 of which Cuba furnished over fourteen million dollars worth; and cigars to the value of nearly four million dollars, mainly from Cuba, comprised the imports of tobacco. There was tea brought in to the value of $13,671,946 of which over six million dollars worth was from Japan; three and one-quarter millions from China and two million (East Indian) from Great Britain. A number of minor items such as vegetable oils, matting, spices, cabinet and dye woods, rattans, etc., all of which came from tropical countries, make up the sum of imports from those countries into the United States that now amounts in the aggregate to more than six hundred million dollars each year, while the demand for such products is increasing steadily and rapidly.

The following table showing the imports into the United States from and the exports to four countries prominent among those that supply the tropical products consumed in the United States furnishes a striking object lesson of the pertinency of the argument in favor of practical measures for an early development of agriculture and industry in the Philippine Islands.

	Imports into U. S. 1910	*Exports from U. S. 1910*	*Balance of Trade against the U. S.*
Cuba	$122,528,037	$52,858,758	$69,669,279
Brazil	108,154,491	22,897,890	85,256,601
Japan	66,398,761	21,959,310	44,639,451
British East Indies	70,748,613	9,495,016	61,253,597
	$367,829,902	$107,210,974	$260,818,928

Here are four countries that sold to the United States in one year over two hundred and sixty million dollars worth more than they bought from it. By analyzing the external commerce of these countries it is found that with the exception of Japan most of their imports are manufactures of German or British make and that while the United States takes vastly more of their products than do Germany and Great Britain combined, yet it sells them an unimportant part of the foreign goods they consume. This condition of affairs is not due to any sentiment or feeling on their part against the United States. They would undoubtedly be willing to buy there instead of in Europe if they could get what they wanted on the same terms and as cheaply and quickly. The point is that the United States cannot compete with European countries in supplying the class of goods required by Cuba, Brazil, East Indies, and the rest, with its present high cost of production and without advantages in the matter of duty concessions such as are available to it in territory directly under its control. If, however, the Philippines were developed to the point where they were producing the articles comprising this vast quantity of tropical imports and could supply to the United States its needs it would result in the actual elimination of the tremendous balance of trade shown, for consumption keeps pace with capacity to buy and that is determined by production. Thus through control of the Philippines market by reason of duty exemption, the United States would be assured of a compensating trade to offset its purchases of tropical and sub-tropical products.

The one hundred and twenty odd million dollars worth of commodities imported into the United States last year from Cuba was made up

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largely of sugar and tobacco. The Philippines are capable of producing all of this and at the minimum of cost. The valley of the Cagayan river extending through two provinces in northern Luzon possesses soil and climatic conditions favorable to the production of superior grades of tobacco that are unsurpassed in natural advantages by any section of any country in the world. Throughout the islands of Negros and Panay in the Visayan group are hundreds of thousands of acres of fertile land well adapted to the growth of sugar cane, and with a climate where the cane matures in one year as against approximately two that are required by the Hawaiian crop. The proposition of successfully raising tobacco and sugar cane in the Philippines is not one of experiment—it is an established fact.

The one hundred and eight million dollars worth of commodities that went into the United States last year from Brazil consisted principally of coffee and rubber. If there are two articles that the Philippines *can* produce to perfection and in practically unlimited quantities they are coffee and rubber. Coffee formerly constituted an important export crop and large areas in the Province of Batangas were devoted to cultivation of the tree. To-day excellent coffee is grown in many sections from the provinces of Ilocos and Benguet on the north to the island of Mindanao of the southern group. The possibilities of the coffee raising industry are virtually without limit and by the intelligent investment of capital under competent direction these islands can be made to produce all and more than is required by the United States. The same is true of rubber which even now is gathered by natives in forests of the southern islands just as the natives of Brazil and Africa gather theirs. Wild rubber trees are found on nearly every island of the archipelago and ample demonstration has been made of the adaptability of soil and climate to successfully produce the cultivated varieties.

There are at present in the neighborhood of twenty rubber plantations in the islands, whose trees range from new plantings up to the producing age. In every case where proper care is given, splendid results are obtained.

And the raw silk for its supply of which the United States now depends upon Japan and Italy, can be produced, every pound of it, in the Philippines. The mulberry tree grows readily and quickly in the Islands wherever plantings have been made and the work of looking after the worms and preparing the cocoons is so admirably fitted to the nature of the Filipino's home pursuits that when once introduced the industry is certain to thrive and attain to enormous proportions.

The tea, spices, and fibers that the United States imports in such large quantities from British East Indies each year, could all be produced in the Philippines were capital made available for the initiation of those industries and proper knowledge and care brought to bear upon their operation. And so on down the list. Cacao seems indigenous to the Islands and that produced here ranks well with the best that goes into the United States from foreign countries. The pineapple, banana, orange and other citrus fruits grow here to perfection while the Islands produce a mango so far superior to the variety of that fruit grown in Cuba and Hawaii as to put it in a class by itself. The cocoanut tree, from the nuts of which the important commercial oil product is obtained, flourishes in all parts of the archipelago and the Philippines are even now furnishing a third of the world's supply of the dried meat of the nut from which this oil is extracted. Other oil-yielding nuts as well as gums and resins, are found in abundance in the forests of the Islands which extend over nearly one-half the total land surface and contain a wonderful variety of rare woods valuable for veneering purposes and cabinet work, and of vines from which rattans and similar commercial products are obtained. And the mineral wealth of the Islands, as yet almost untouched, Ibut still sufficiently developed to show the presence of vast deposits of gold, silver, copper, iron and coal, gives assurance of a future for the mining industry in itself sufficient to enrich a nation.

No land under Heaven is more bounteously endowed with the wealth of the earth than are these fair isles of the Pacific and to the people of the United States is given opportunity to develop their marvelous resources, in doing which they will accomplish the rejuvenation of a race.

The proposition of control by the United States of the trade of China through development of the resources and control of the trade of the Philippines, is entirely logical and should appeal to the reason of every practical person.

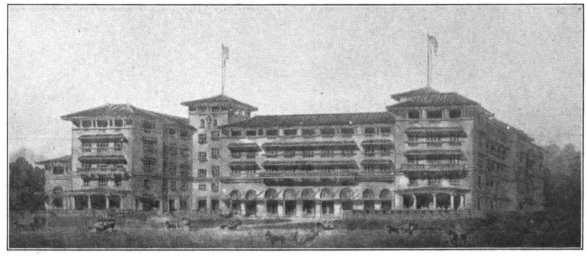
As business in these islands increases with the growth of industry, and the people attain a consuming capacity consonant with their capacity to produce, the requirements of this market, which the United States will undoubtedly control, will necessitate the carrying of permanent stocks in Manila which also can be drawn upon to supply the trade of China. United States manufacturers will then have an advantage in the competition for the Chinese trade that cannot be secured by those of other countries for the reason that no European country has a base in the Orient with contiguous territory of any considerable extent whose trade it can be assured of in a measure that will warrant it in carrying stock to supply. The great ports of China are but a few days voyage from Manila, and with stocks here upon which to draw, American goods would be made available to merchants of China as readily as they now are to dealers in the United States itself.

Under present conditions of trade several months must pass from the time goods are ordered in Europe or America before they are received. Nearly all purchases for China are made through brokers by Chinese jobbers and distributors, for future delivery, and the elements that determine the source of supply are the daily price and rate of exchange. But the long period of time intervening between the date of purchase of goods and their delivery injects into business a very serious element of hazard, besides involving the investment of an unusual amount of capital as compared with the volume of business transacted. Now the Chinese, although pretty tightly wedded to custom, are, at the same time, keen business men and quick to take advantage of favorable opportunity. It would not be long ere they would come to see the advantage of buying in a market so close as Manila even at a slight increase in original cost for they would realize that the necessity of buying heavily and carrying abnormal stocks can thereby be eliminated; that requirements can be more accurately anticipated and that a tremendous saving can be effected by the great reduction that would result in the amount of capital necessary to conduct their business. I firmly believe that through the agency of the Philippines the United States will come to control the trade of China.

And China is a big market, with imports already ranging upwards toward $300,000,000 annually. And she is destined to grow bigger and more important with each succeeding year, for she is developing rapidly; the building of railroads is giving a strong impetus to industry throughout the empire and a spirit prevails there that spells progress, which is bringing that wonderful country and its people into more intimate relations, commercially as well as politically, with the outside world.

THE FINEST HOTEL IN THE ORIENT

THE 1912 Annual Edition of the MANILA TIMES will undoubtedly contain an article on the magnificent function which opened to Americans, and Europeans in the Orient, an hotel such as one would only expect to find in New York, Paris or London. It is bordering on the impossible, in a short article, to attempt a description of what will be the latest and finest example of advanced hotel architecture and perfect hotel equipment in the Orient. Suffice it to say that the first day of the new year will find Manila able to unblushingly announce to the traveling public that hotel accommodations, equaled by no other port in the Far East, may be obtained here.



THE MANILA HOTEL

The location of the "Manila" is ideal, facing the new Luneta, where everyone gathers nightly to listen to the music of the Constabulary band. The building is set in what will become a beautiful park; with its spacious, airy dining rooms and large wide verandas commanding a view of historic Manila bay. The one hundred and fifty rooms are all outside and nearly all are provided with balcony or veranda. More than half of the rooms and all of the twelve suites have private bath and clothes closet. Express elevators in each wing of the building will lift guests to their bed-room floors and the telephone, installed in every room in the house, will summon anything which may add to their comfort. The house will be furnished throughout in solid mahogany (narra), which together with the wood finishings and floors will make the hotel an exposition of the unexcelled timber resources of the Philippine Islands. The silver service, porcelain and other articles of equipment have been chosen with infinite care. The management will be American throughout. Mr. D. R. Reynolds, a well known hotel man of New York City, has been appointed manager and will arrive in Manila in the very near future to install the equipment and prepare for the opening of the house to the public.

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The Honorable Dean C. Worcester

Philippine Commissioner

and

Secretary of the Interior

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PHILIPPINE MEDICAL CENTER

BUREAU OF SCIENCE
MANILA

The Science of Health and Right Living

E.W.B.

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Progress of Scientific Research in the Philippines

By W. E. MUSGRAVE, M. D.

THE most brilliant achievements and the most enduring results of the American rehabilitation of Cuba were the attainments of our corps of medical research workers and the application of the results of their labors in improving sanitary conditions in that country.

Similarly, in Panama, it is not the engineering feat of constructing the canal, but the successful efforts of the group of sanitarians and investigators in making the field of operations a livable one for officials and employes, which elicits the greatest commendation, and it is this feature of the great undertaking which will take first place in the history of the formation of the Canal Zone.

So, too, in the Russo-Japanese war the one feature of the struggle which stands out by itself for commendation was the work of the Japanese sanitarians who actually pushed their portable laboratories ahead of the line of march so that the results of their hurried investigations and conclusions were the landmarks of safety for the marching soldiers.

Success in the three instances cited, as well as in many other similar ones which might be selected from history, were made possible only by the cooperation of three factors, a competent staff of investigators, administrative support, and wide publicity.

Publicity of necessity accompanies administration of the results of medical investigation because such administration means expenditures of large sums of money which may be justified only by creating a favorable public sentiment.

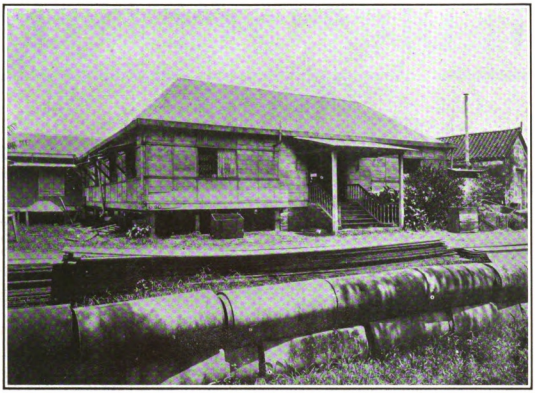
The epoch-making discoveries of Walter Reed and his co-workers in Cuba led to the sanitary reformation of that country only because they were taken advantage of by that great administrator, General Leonard Wood, by whom a public sentiment was created which allowed the expenditure of millions of dollars in carrying out well known sanitary principles of which the new discovery was but one.

The quality and quantity of research work in these islands has not been exceeded, if, indeed, it has been equaled in any other country in the world during the ten years in which such work has been in existence here. There is hardly an important problem in tropical medicine which has not been clarified by contributions by the "men from Manila" as they are often spoken of in scientific literature, and the influence of these men is freely acknowledged and generally recognized throughout the scientific world.

The history of scientific progress in the Philippines begins with our occupation of the Islands. Prior to that time there was practically no systematic laboratory investigation of diseases and no publications of moment had come from the country.

Self medication, religious remedies, herb medicine, torture, cheap patent medicines, mysticism, cults of all kinds, and other forms of quackery were so rampant and medical conditions in general were so bad that the educated physicians of the country, as well as those of foreign countries residing here, felt unable to do much with the situation.

Our sanitary officers early recognized that most of the practical problems confronting them were only capable of solution by laboratory research and recommendations for the establishment of laboratories were repeatedly urged upon the authorities and finally in the spring of 1899 a small building situated on the banks of the Pasig was set aside, a small equipment was secured, and 1st Lt. R. P. Strong was called in from the field and put in charge of this, the first research laboratory of the Philippines. Under the encouragement and support of the newly appointed Chief Surgeon of the Army, Col. Chas. R. Greenleaf, Dr. Strong was able rapidly to organize and equip a small but fairly satisfactory place for work. About this time the research movement secured further impetus by the arrival of the Johns Hopkins Hospital Commission for the Study of Tropical Pathology, headed by Simon Flexner, who now is the well known head of the Rockefeller Institute in New York. A few months later the late Dr. J. J. Curry and the writer were added to the staff of the laboratory.



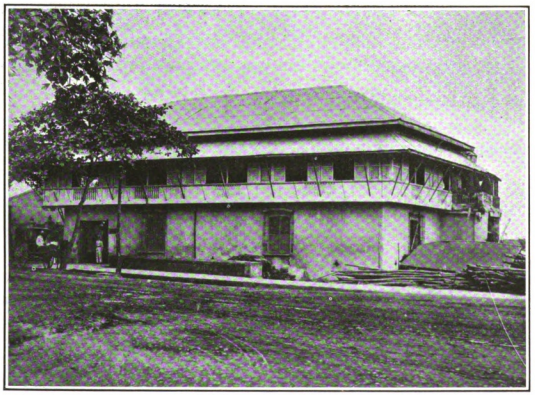
FIRST AMERICAN PATHOLOGICAL LABORATORY IN MANILA

During the short period of its existence an enormous amount of work was performed in this laboratory and the results of the investigations carried on there were a constant source of help to the clinical men in the elucidation of their large numbers of new and complex problems. A great deal of what we would now term routine work was done, but in the light of the best knowledge which existed at that time, it was research. In fact most everything was research.

The field was so nearly virgin and the practical problems, which looked easy of solution to the mind of the investigator, were so numerous that often it was difficult to select that which was most important and easiest of solution.

The Bureau of Health which of course also was a military body, after several ineffectual attempts, finally, in the latter part of 1899 started a municipal laboratory with W. J. Calvert in charge. The two laboratory staffs were intimately associated in their work and the studies on plague during the first epidemic in these islands in 1900 were the combined efforts of these institutions.

With a rapidly growing museum, increasing library and the arrival of more complete laboratory equipment the building on the Pasig soon became too small for the needs of the situation and on September 1, 1900, Col. Greenleaf approved the transfer to more commodious quarters in a building on calle San Marcelino and appointed the first Army Board for the Study of Tropical Diseases. More funds were made available and the work begun in the old laboratory was continued here until July 1901 when Dr. Strong was relieved by orders and the writer was invalided home. A large amount of work was performed in this laboratory during the short period of its existence. Work upon animal parasites, particularly experimental work upon amoebic infections, sprue, tropical fevers, and many other problems peculiar to the local environment.



WHERE SOME OF THE VALUABLE RESEARCH WORK WAS DONE IN "THE EARLY DAYS"

Shortly after the change of staff mentioned above this laboratory was disbanded and the property removed to a small building in the hospital where it remained without much use until 1902 when the writer returned to the Islands from sick leave and again opened this laboratory in a building which now is the receiving room of the Division Hospital.

Shortly after this a second Army Board for the Study of Tropical Diseases was appointed. This Board took over the military laboratory, entered most enthusiastically upon its work, and with frequent changes in personnel has continued to the present to give most valuable contributions to the study of our local conditions.

Some of the most capable of the army investigators, from time to time, have been members of this board and its work has proved of such great value that the board has become a permanent institution of which it is an honor to be a member.

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The Board of Health Laboratory mentioned above, or "Municipal Laboratory," as it was called during the period of transition from military to civil government, continued to do most excellent work and formed the connection link of continuous laboratory investigation during the period between the abandonment of the "Army Pathological Laboratory," Dr. Strong director, and the creation of the Bureau of Government Laboratories, with Dr. Freer as director.

Shortly after the establishment of Civil Government in the Islands in 1901, that great friend of science, Dean C. Worcester, Secretary of the Interior, announced his plan for a great Research Laboratory, Medical College and Hospital for the care of the sick and the better education of physicians for the study of tropical medicine.

The first step in this movement was the establishment of the Bureau of Government Laboratories which was legalized by Act 157 of the Philippine Commission in 1901.

The establishment of this Bureau was the beginning of a new era in research medicine in this country and medical progress from that time until the present is largely a history of the activities of the staffs of the biological and allied laboratories of this Bureau.

Dr. Paul C. Freer, Professor of Chemistry University of Michigan, appointed Director of the Bureau on June 21, 1901, arrived in Manila and assumed his duties September 25, 1901, and has continued as director of the bureau, which is now called the Bureau of Science. Since his arrival in the Islands Dr. Freer has been cheerfully accorded the position of dean of investigators. Dr. R. P. Strong, Assistant Surgeon, United States Army, was appointed director of the biological laboratory of the bureau and arrived in Manila from leave of absence in the States and assumed his duties January 1st, 1902.

The organization and personnel of the chemical, botanical, mining, fisheries, and other laboratories and departments of the bureau are not pertinent to this article. Other members of the original staff of the biological and serum laboratories were Norman Williamson, now a research worker in Panama, and Moses T. Clegg, whose brilliant work in leprosy won him the position of Assistant Director of the Leprosy Research Laboratory in Honolulu. Later during this first year of the bureau, by courtesy of the Army authorities and later by Civil Service appointment, the writer became a member of the staff.

This first year of the bureau was a particularly trying one for all concerned. The director, after great difficulty, secured a temporary building in which all departments were soon located and the work of organization began. Competent assistants were very hard to find and the calls for work of all kinds from the various hospitals and the newly organized Civil Government Board of Health were very numerous. The director was kept exceedingly busy with the plans and specifications of the new building which is now the home of the bureau; there were requisitions to make, library organization and hundreds of other details of an organization particularly difficult because of the unsettled political conditions. However, in addition to attending to all those duties Dr. Freer managed to continue his researches into the peroxides consisting principally in a study of the uses of Benzol-Acetyl, peroxide.

The sanitary conditions of the country during this time were extremely bad. Frightful epidemics of rinderpest, hog cholera, and surra were rapidly destroying the animals of the country. There were literally thousands of cases of amœbic dysentery in the city; an unusually severe and widespread epidemic of dengue fever lasted several months; plague still continued much too prevalent for comfort; typhoid continued to be very general and as a final pest cholera was discovered on March 20, 1902, and within a few weeks a very severe and widespread epidemic of this disease was in full force. In addition to these, what may be termed major troubles, the number and severity of less important illnesses was larger than usual.

During 1902 an entomological division of the bureau was established and the work of Mr. Banks of this laboratory has done much to make the tropics more livable by his researches into the prevalence, life histories, and methods of extermination of annoying insects as well as those which have a more intimate connection with the transmission of some of our most dreaded diseases. Dr. Maximilian Herzog joined the laboratory force of investigators in February 1904 and after about two years of productive effort resigned to accept the position of Professor of Pathology in North Western University, Chicago.

THE LIBRARY IN THE PRESENT SPLENDID BUREAU OF SCIENCE BUILDING

During this year and the following one our local men received great help and science valuable contributions from the Harvard Medical School Smallpox commission consisting of Drs. Walter Brinkerhoff and E. E. Tyzzer. Both these men were already well known for their work when they arrived in Manila; both added much to the world's knowledge as a result of their labors here and in consequence of this and subsequent work both have pushed well to the front as investigators of high order.

On Sept. 25, 1904, the Bureau of Science moved into its present magnificent home in Calle Herran. The complete plant and equipment, including the library, cost about P600,000. The building was designed and built especially for a laboratory, with its own power, light, vacuum, steam, and gas plants. It is located on a well chosen plot of ground adjoining the land reserved for the University of the Philippines and together with the new Philippine General Hospital and the buildings of the College of Medicine and Surgery, it is now known as "Medical Center."

Medical organization has been an important factor in the progress of science in this country. The Manila Medical Society was organized in 1901; the Philippine Islands Medical Association, which is a state branch of the American Medical Association, was organized in 1903 and the Far Eastern Association of Tropical Medicine, which is an international association, was organized in Manila in March, 1908.

All of these societies have been active working units since their organization. Most of the valuable contributions to science from the country have first been presented to and discussed by one of these bodies before being published to the world at large and their influence in keeping up standards of ethics and productiveness among the members is of the highest. Some of the most important legislation regarding sanitary matters originated in the Manila Medical Society, the establishment of the Philippine Medical School is directly and primarily the result of the efforts of the Philippine Islands Medical Association and the pleasant international relations and cooperation among oriental countries has been greatly strengthened by the deliberations of the Far Eastern Association of Tropical Medicine.

The present national antituberculosis movement originated and was pushed to the successful organization of a Philippine Islands Antituberculosis Society by a committee of the Manila Medical Society.

The more direct and personal influence of scientific investigators in the local field has been of enormous value in making the country a livable one. A spirit of *hygienic thoughtfulness* has been created and trained to a point where general personal hygiene among the educated classes of the country is of the highest. Popular knowledge of the life history and mode of infection of the commoner and more dangerous animal parasites has progressed to a stage where many people feel ashamed to acknowledge illness from such causes; a case of cholera among the servants of a household creates no particular fear among the family, because the mode of transmission of the disease is remembered; a case of smallpox in the community causes no further commotion than a request for the family physician to consider the vaccination records of the family, and so on through the long list of diseases which formerly claimed thousands, contributed to the unrest among foreigners in this country, and was undoubtedly the greatest single factor in producing the anti-Philippine sentiment in the United States which we are now trying so hard to "boost" out of the minds of the people at home.

Research and investigation has made *successful* public health administration possible in this country and the availability and convenience at all times of a trained corps of investigators to the administrators of public health affairs has resulted in an unusually high scientific plan of campaign of preventive medicine. The safety of waters, foods, medicines, infectious and dangerous epidemic diseases, and many other features of public health work are handled skilfully and rapidly by competent experts at all times. Thanks to a wise provision of law which centralizes such work and keeps it in competent hands the Bureau of Science has reached the place of a recognized court of highest appeal and one, too, which inspires the confidence of the people, the medical profession, and the world at large.

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MEDICAL EDUCATION IN THE PHILIPPINES

By PAUL C. FREER, M. D., PH. D.
DIRECTOR OF THE
PHILIPPINE BUREAU OF SCIENCE

A GROUP OF MEDICAL STUDENTS IN FRONT OF THE COLLEGE OF MEDICINE AND SURGERY, UNIVERSITY OF THE PHILIPPINES

IF we study the history of all peoples untouched by the influences of the civilizations which sprang up around the great Mediterranean Basin and thence spread over Europe, we find records of the application of barbarous superstitions and practices in the care of the sick. Sorcerers, with their incantations, signs and omens which act by mental suggestion, are present in all such tribes; unclean and infectious substances are used on wounds; potions and charms take the place of rationally conducted therapeutics. Europe, in the Middle Ages, was, of course, far from being free from these evils, yet the profound influence of the Moorish teachers and physicians had already made itself felt, and there was at least a beginning of a more consistent practice of medicine. The alchemists were still in search of the philosopher's stone, but nevertheless they had developed a primitive chemo-therapy which was to lead to higher things.

The peoples of the Philippines, upon the advent of the Spaniards, were in just such a condition of barbarism. Superstitious practices of such a nature as to cause intense suffering to the patient, and in many instances to bring about death, were resorted to, and local sorcerers were possessed of far reaching influence; the whole being a picture of human suffering intensified by ignorance.

The first ray of light was thrown into the obscurity by the Roman Catholic Church, which by means of the members of its various orders who were soon scattered throughout the archipelago, contributed so much to the elevation of the people. The friar in those days was not only teacher and priest, he was physician as well in the community in which he worked, and by means of precept and example, as well as, in later days, by published leaflets, pamphlets and books, he endeavored to reach a broader circle and contribute his share toward the development of the art of the leech and healer. True it is that in those days his art was simple and his means small, but the mother country itself was still following the precepts of Galen and later of Paracelsus.

As early as the year 1605 the feeling spread in the Dominican Order that the scattered efforts should be crystallized in a central organization, and with this end in view the third Archbishop of Manila, the most Reverend Miguel de Benavides, bequeathed his library and such funds as he was able to give, toward the founding of an institution for the Christianizing and education of the native inhabitants of the Islands, and the beginning was made on the site of the present Manila University of Santo Tomas. Other prelates gave contributions, year by year, so that, in a small way, the university flourished from its inception. True, a college of medicine was not included therein, neither was this necessary in the historical period in which the founder lived, for even in Europe the scientific aspects of medicine had not been developed and even there separate faculties of medicine had but scarcely sprung into existence in the larger universities. However, as early as 1682, plans for a school of medicine were formulated and royal authorization procured, but the project came to nothing. It was revived in 1785 when a second decree was granted. The actual opening of this important college was deferred until 1871, at which date, it is stated, there were only twelve qualified physicians in the archipelago. The new school was then definitely established in the College of San José, founded by the Jesuits in 1601, with the hospital of San Juan de Dios furnishing the clinical material, the degree which the school was empowered to confer being that of licentiate in medicine. In the beginning, funds and facilities were but meager, yet the establishment of the school gave an impetus to medical culture in the Islands and its graduates did their part toward improving the condition of the people.

With the advent of American occupation a new era in medical activity developed. Our countrymen coming to the Philippines at first could scarcely make their opinions and foreign educational advantages felt, nor is this to be wondered at. They spoke a strange tongue, adopted new and strange methods and not infrequently pushed their opinions with a rigor and harshness that could not but arouse opposition. A fear might also have entered the minds of the existing medical fraternity in these islands that it was to be forced altogether from the field of development. Gradually such a fear was overcome. Filipino physicians formed part of the local boards of health, they were given places in the hospitals and in every way the hand of fellowship was extended. Of course, the sharp contrast between the radically different methods of training existed. However, as a result of this new impetus, the Manila University of Santo Tomas began to develop its facilities for instruction by the purchase of apparatus, the securing of laboratory rooms and by making it possible for the students to come into contact with more exact methods.

Meanwhile, a study of existing hygienic conditions, both in Manila and in the provinces, by the laboratory of the Bureau of Science devoted to the study of diseases here and the investigation of the causes and results of such diseases, made it more apparent that the conditions throughout the Islands were such that a large proportion of the inhabitants, while not actually ill, were still suffering from this or that disability as a result of hygienic surroundings, that the people as a whole could not develop their full economic value, and the experiences of the health authorities also led to the same conclusion and further emphasized the fact of a woful lack of physicians throughout the archipelago. Manila might be fairly well supplied, but the provinces showed entire districts in which not a signle medical practitioner was to be found. The Manila University of Santo Tomas was educating young licentiates as fast as material would permit, but its efforts had not by any means, as yet, given the quota needed by the people; neither was it in condition to meet the requirements of the students who were being educated in the government schools. Obviously there was need for a second medical college. Another consideration presented itself. The government, by reason of the funds at its disposal and because it controlled in the Bureau of Science men capable of inaugurating the modern, exact laboratory courses now required in the first years of medical study in all American and European universities, and who by their experience were capable of planning the laboratory structures necessary to give such courses their best effect, determined to enter the field of medical teaching; primarily to supply its own hospitals and sanitary branches with exactly trained physicians and secondarily, gradually to fill the yawning gaps in the prov-

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inces. This determination was hastened by the action of the Philippine Islands Medical Association, which body, through its committee on public policy and legislation, in the year 1905 called the attention of the authorities to the necessity of such a school. Finally, as the result of a number of meetings held at the request of the Secretary of the Interior, this committee in July, 1905, presented the draft of a proposed bill for the organization of a medical school, and a modified form of the latter finally became law in December of the same year. In August, 1906, the Honorable W. Cameron Forbes, then Acting Secretary of Public Instruction, called a meeting of a number of American and other physicians to determine upon the proper chairs to be represented by the preliminary organization and the best date for the beginning of instruction. A faculty was then appointed consisting of seven professors, and the further action in regard to details was left in their hands. This nucleus did not furnish the staff for a number of the new laboratory courses necessary to accomplish the ends sought, and authorization was promptly secured to call to the Islands thoroughly equipped men to fill the chairs of anatomy, physiology and pharmacology, and to take part in the work of bacteriology and pathology. All of the other branches of laboratory work were amply taken care of by representatives of the staff of the Bureau of Science, while the instruction in hygiene was in the hands of the Bureau of Health. This preliminary organization finally brought a concrete plan before the Commission for appropriation.

WEST WING OF THE COLLEGE OF MEDICINE AND SURGERY UNIVERSITY OF THE PHILIPPINES

At that time it was well worthy of discussion whether on the one hand it would be more advisable to set aside funds necessary for the opening of a school in the Philippine Islands, or on the other so to expend a corresponding sum of money as to send to America a number of young Filipinos, there to study the profession of medicine to the end that eventually they would return to their own country well equipped to enter the field of practice.

However, the advantages of having a well equipped institution here, where its laboratories, teachers and hospitals would serve as an inspiration to others, as an impetus to the higher work of investigation and as a permanent and indestructible monument to the wisdom of its founders won the day; the appropriation was made, funds for a new building were provided soon thereafter and the young college opened its doors to its first class in June, 1907. However, hospital facilities were sadly lacking. The plans of the new Philippine General Hospital were still on paper and beds were necessary for the instruction of students of the upper classes who had entered the school from other institutions. Fifty beds were rented from St. Paul's Hospital to meet this need, and these, together with an equal number under the control of the city of Manila, and the free dispensary established in the same building, furnished the means for teaching.

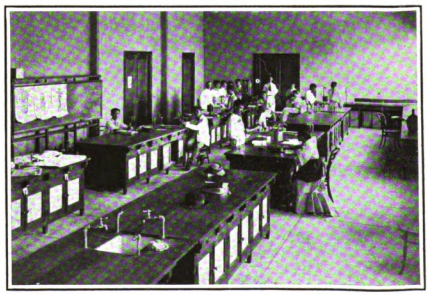
On the first of December, 1910, the Philippine Medical School was merged with the new Government University and its title changed to The College of Medicine and Surgery of the University of the Philippines.

A CORNER OF THE CHEMICAL LABORATORY, COLLEGE OF MEDICINE AND SURGERY

While the educational mission of the school is well known, its function as a great public charity is not generally so clearly understood. The hospital beds are primarily for teaching purposes, but still they give the opportunity of medical attendance, without cost, to at least one hundred poor people at all times. The dispensary ministers to the ills of those who can come to it for treatment and there they are given free medicine and advice, while at the same time they are taught better methods of living. The scope of this work will be comprehended when it is realized that during the past year more than seventeen thousand persons sought the benefits of this institution. The obstetric service is organized so as to be able to answer calls without charge in all parts of the city. There are two physicians and three trained nurses connected with the staff in addition to the professor and assistant professor in charge. This department answers the calls of the poor women in their houses, sees that proper sanitary precautions are taken and makes daily visits to mother and child for at least ten days after the birth of the infant. This clinic is one of the busiest places in Manila, and because it reaches the mothers and is able to instruct them in the best means of caring for the infants, it will eventually do much toward lowering the high infant mortality of the Islands.

The medical student in Manila is therefore in a position to secure the best of modern instruction. What shall be done so to develop him that he is capable of original thought and decisive action in his profession? Two things must be borne in mind in this connection, his preliminary training must be sufficient to enable him successfully to comprehend the difficult principles of the sciences which he must not only study, but also learn to apply, and his medical studies must be so conducted as to depart from the text book methods to which he has been accustomed and turn to principles of learning by which he creates his own knowledge under the guidance and advice of his teachers. It is for this reason that the laboratory side of the Philippine Medical School has been emphasized as never before in these islands, that formal didactic lectures constitute but a small part of the course, and that the professors themselves are selected from among men who are capable of original thought and development in their own branches of learning.

IN THE PHYSIOLOGICAL LABORATORY



A CLASS AND LECTURE ROOM

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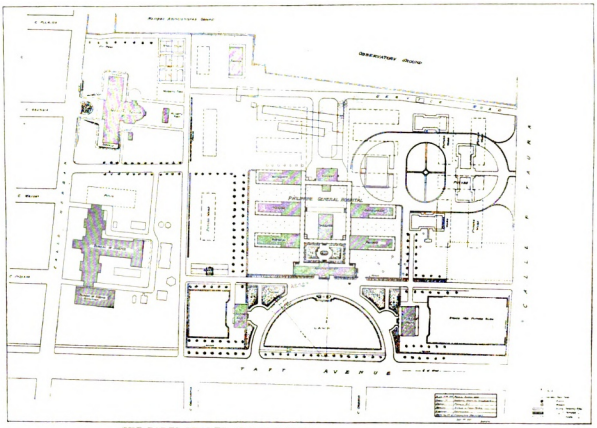
THE PHILIPPINE GENERAL HOSPITAL

By JOHN R. McDILL, M. D.



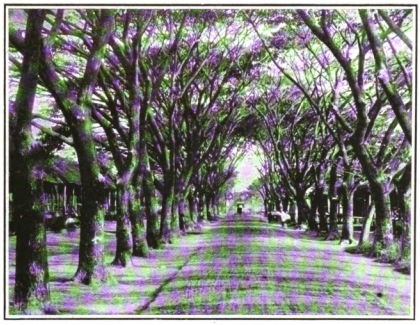
THE PARTS SHADED ARE FINISHED

Ground Plan of Medical Center, area 27 acres, showing relations of affiliated Institutions: The Philippine General Hospital, The Bureau of Science or Government Laboratories, The College of Medicine and Surgery of the University of the Philippines, The Training Schools for Nurses, and The Public Free Dispensaries.

THE Philippine General Hospital first saw the light of day on September 1st, 1900, after a pre-natal existence of exactly ten years.

It was in September, 1900, that the Hon. Dean C. Worcester, Secretary of the Interior of the Philippines, first discussed with Major Kneedler, U. S. A., then attending surgeon to the Civil Commission, the question of an extensive plan for a chain of health boards, hospitals, schools, and laboratories, which were not only to deal with the welfare of the whole people, but which would observe and record everything of scientific and economic importance about the earth, the air, the sea, and the denizens thereof. Now, after ten years, these early-conceived institutions are in existence, co-ordinated, and doing work which has made the scientific world sit up and watch for reports from "the Philippine workers," as they are referred to in scientific journals.

The Commission assumed office in 1900. Mr. Taft, its president, took the initiative in hospital as in all other departments of government work, and, as the result of a request for recommendations from the writer, an exhaustive report was presented on November 12, of that year. This laid stress on the great opportunity existing for the establishment of a hospital that should have fewer objections to its plan than any hitherto constructed, and the conduct of which should be unhampered by misapplied notions of benevolence and false economy. The report also included recommendations for separate Infectious Disease departments with research wards, a Medical School, Training Schools for Nurses, and Public Free Dispensaries. Followed a period of discussion as to site, the Exposition grounds being recommended, but the efforts then made to secure a location came to nothing.



AVENUE OF ACACIA TREES IN THE GROUNDS OF THE HOSPITAL

Meanwhile, Mrs. Whitelaw Reid's gift of $5,000 in 1901 made possible the establishment of the Women's Hospital of Manila, which, with assistance from the Civil Commission and enthusiastic public support, soon became a flourishing institution. Plans for enlarging it, and bringing about the establishment of a

FRONT VIEW OF THE FINISHED PARTS OF THE PHILIPPINE GENERAL HOSPITAL

Public Free Dispensaries — Wards — Administration Building — Wards — Nurses Training School

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THE OLD CIVIL HOSPITAL

general hospital as a private enterprise, confidence in the intention of the government having waned by that time, were undertaken by the Cosmopolitan Hospital Association, under which name the Women's Hospital was reorganized. Fifty business firms of the city subscribed ₱2,000 each, land was secured by the generosity of acting Archbishop Alcocer of Manila, and building commenced on one of the most desirable sites in the city. This building is now the City Hall.

Then, in October, 1901, came the Civil Hospital, which cared for Civil officers and employes, and also took patients not on the government pay-roll at prices with which the Cosmopolitan Hospital could not compete. Add to this the cholera epidemic, resulting business depression and the consequent exodus of Americans from Manila, and it is not surprising that the Cosmopolitan Hospital closed its doors in December, 1902, and the project of a general hospital supported by the public had to be abandoned.

The beginning of 1903 saw a taxpayers' agitation headed by Bishop Brent, who himself had started St. Luke's Free Dispensary in the heart of the poor district of Tondo. An extensively signed petition presented to the Commission asked for the establishment of a general hospital of 300 beds, that pending its construction temporary provision be made for the inception of its work and that as soon as possible an Outpatient Department or Public Dispensary, and a Training School for Nurses be established.

The Commission was impressed with the reasonableness of these requests, and appointed a Committee of its officials to work with the citizens' committee. The chief of the Bureau of Architecture, Mr. Bourne, was instructed to draw up plans for a pavilion hospital of 300 beds. The writer, at Mr. Bourne's request, was associated with him in the work, with the result that permission was asked and granted for the planning of a hospital of 1,500 beds, which it had been carefully estimated, Manila would ultimately need.

These plans followed those of F. Ruppel, the celebrated designer of the great Hamburg-Eppendorf pavilion hospital.

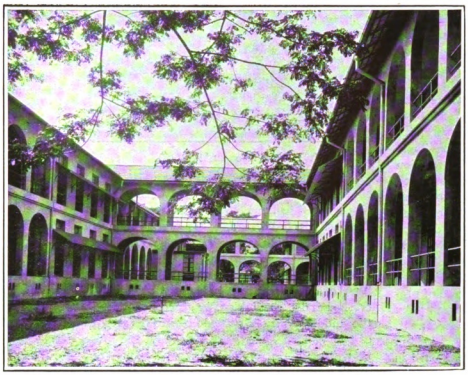
For nearly a year there was discussion and rearrangement of plans, but no action on the part of the government resulted because of lack of funds.

By 1905 the medical organizations so strongly urged the establishment of a hospital as a matter of governmental obligation and opportunity, and the reorganization, or, popularly, the "head-hunting" committee, so strongly advised it as a measure of economy, that the preparation of plans was again ordered at the urgent request of the Secretary of the Interior. These were submitted in 1906 but were shelved during the absence of the Secretary in America. On his return the question was again taken up, this time with the Faculty of the Medical School which had been newly created and, in collaboration with it and the Director of Health, Mr. Parsons, the official Consulting Architect, prepared the plans of the present reinforced concrete buildings.

By the bond issue for public improvements the insular government found itself in funds and the requisite appropriation of ₱780,000 was made in August, 1907.

The organization and management of the hospital are fixed by law and are briefly as follows:

It is a division of the Bureau of Health and the Director of Health shall provide for the care therein of government patients and shall fix the rules and charges for hospital service and hospital administration, subject to the approval of the Secretary of the Interior; provided that the selection and care of patients for the free beds for use of the College of Medicine and Surgery are subject to the rules of the Regents of the University of the Philippines. This will insure, first, careful and economic business management, so often lacking in hospitals; second, definite lines of authority; and third, it is to be hoped that no one without experience will have any great responsibility, which too often happens when one is assigned in advance of his position in the scale of development.

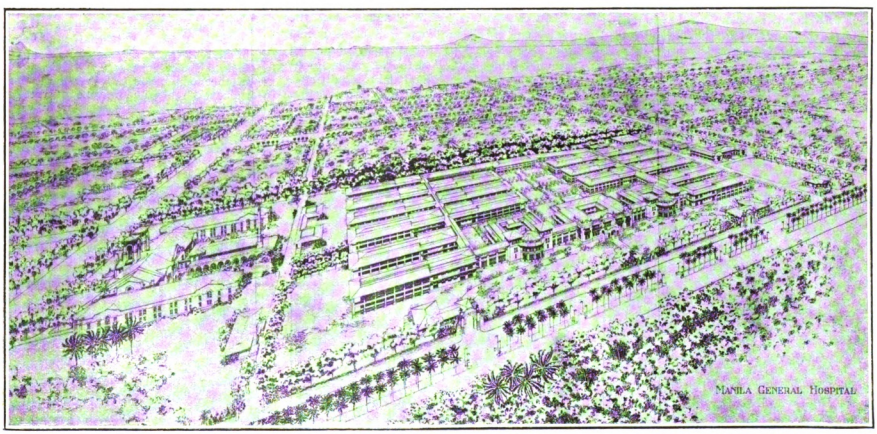


A COURT IN THE GENERAL HOSPITAL SHOWING PLAN OF CONSTRUCTION

The medical and surgical hospital staff positions are filled by the clinical teachers of the faculty of the College of Medicine and Surgery who are responsible to the University Regents on the College side and to the Secretary of the Interior on the side of the Hospital. They have nothing to do with administration and management, which leaves them free to devote all their time to the care of their patients, the instruction of students and nurses and the investigation and recording of disease.

The two most unforgivable features of the first government hospitals were the entire absence of-

(Continued on page 91.)



THE BOURNE-McDILL PLAN SUBMITTED IN 1903-4 FOR A PHILIPPINE GENERAL HOSPITAL FOR 1500 BEDS USED BY F. RUPPEL FOR THE GREAT HAMBURG-EPPENDORF (GERMANY) HOSPITAL OF EIGHTY FOUR BUILDINGS.

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COPRA

By HUGO H. MILLER, Industrial Division, Bureau of Education

THE Philippine Islands have long been famous for their three chief agricultural crops, Manila hemp, tobacco and sugar. A fourth export product must now be added to the list. For a considerable time the number of cocoanut palms in the Philippines has been enormously increased by the planting of young trees. This planting has resulted during the last few years in large increases in the export of copra, which have made the Philippines the ranking country in that trade. In the fiscal year ending June 30, 1899, the Philippines exported copra to the value of $656,870, or 4.7 per cent of the total exports from the Islands. In the fiscal year 1910, copra to the value of $9,153,951 and constituting 22.9 per cent of the total exports of the Philippines, was sent from Philippine ports.

In view of the difficulties which arise in obtaining statistics on distribution of industries in the Philippines, it may be well to explain the sources of the data from which the map on the distribution of the cocoanut palm, presented in this article, was made. A year ago the Bureau of Education sent out to supervising teachers a series of industrial schedules requesting a varied assortment of information on the industries of the Islands. Among other questions asked was one as to whether there were many, few or no cocoanut palms in the locality. As the schedules were completed for every locality in the Philippines and as the question was simple and direct, it is probable that the information is correct and as detailed as can be procured at this time. On the map the outlines of areas devoted to cocoanut palms have been determined from industrial maps submitted by the division superintendents of each province, and the relative number of palms in each area from the industrial schedules in terms of "many" and "few."

The most valuable of the two score of products which are obtained from the cocoanut palm is copra. Copra is the dried meat of the cocoanut. In its production the nuts are removed from their husks by striking them on a spike fixed in the ground. The nut is split into two halves which are dried so that the meat shrinks and can be easily removed from the shell. The meat is then further dried in order to more completely remove the moisture. There are two kinds of copra, called sun-dried or kiln-dried according to whether the heat employed is that of the sun or is artificial. The husk is the fuel most often used in kilns, which usually consist of a hole in the ground where the fuel is burnt, connected to another hole by a passage.

Formerly the oil was expressed and exported from the cocoanut regions of the world. Much oil is still exported from certain districts, but on account of loss from leakage in wooden casks and the cost of steel casks together with return freight upon the empties, it is usually found cheaper to export the dried meat. Copra contains from 30 to 70 per cent fixed oil and on an average between 50 and 60 per cent. Moreover, the oil-cake remaining after the oil is expressed, is a valuable stock food and pays for the cost of its transportation.

IN A COCOANUT GROVE

It is not necessary to dry the meat before obtaining the oil. In point of fact most of the oil produced in the Philippines is obtained from the fresh meat and much of the product is made in the households where it is used. The meat is grated and squeezed through a cloth and the resultant liquid boiled until all the water has been evaporated. In "factories" the meat is crushed under a round log, weighted by stones in the middle, which is made to rock in the grooves of two wooden horses. Occasionally the juice is expressed in crude presses. By this "hot wet" process a very fine grade of white oil is produced. Copra is also crushed and expressed in native presses. Much oil is lost in both methods.

In cocoanut regions of the Philippines, the production of oil in "factories" often results from the difficulties of transportation. On account of the high cost of freight greater profit is made by obtaining the oil and transporting it than by shipping the heavier and cheaper copra. Around Laguna de Bay, one sees processions of pack horses coming to the transhipment point laden with cocoanut oil.

Cocoanut oil is the butter and lard of the Philippines. It is used by women in anointing the hair and is among the oils important as illuminants and lubricants.

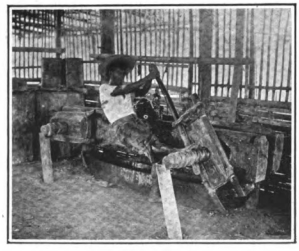
In Europe and America a larger percentage of oil is obtained from copra by the perfected machinery employed and the oil has a greater variety of uses. For many years it has been made into candles and the better grades of soap, into salves, lotions, pomades and other fancy toilet articles. It has been used medicinally and to adulterate cod-liver oil.

Cocoanut oil has a very high solidifying point. During the cool season in the Philippines the better grades become solid when all other oils remain in a liquid state. Chemically, cocoanut oil more resembles butter than any other vegetable oil. These properties well suit the refined product, which has had the offensive odor and taste removed, for making into butter and lard substitutes. It is only lately, however, that substitutes for butter and lard have been made solely of cocoanut oil and sold under distinctive names and on account of their peculiar food properties. Butter has risen in price together with meat and other animal products and a substitute has had to be found. The "palmin" of Germany, the "nucoline" of England and other butter substitutes made from cocoanut oil have been the result. Lard substitutes are also manufactured. These various articles are claimed to be not only as nourishing as butter and lard, but to be even more healthful. Demand for them has been enormous and systems comprising factories, special cars for transporting products and distribution centers in various parts of Europe have been established.

The economic history of the great commercial industrial nations consists of cycles, each represented by a rise of prosperity and a corresponding fall punctuated by "panics." The history of tropical industry, outside of the staple food crops, seems to be composed of a rise of some one crop to great economic importance and a corresponding drop in production and prices caused by competition from another article, overproduction, pests, or by decrease in quality.

The new and varied uses found for cocoanut oil have caused a rising demand for copra, not met by the production of millions of recently planted palms. The result has been increased prices and the encouragement to further planting. Nor does it seem likely that the cocoanut industry will have a downward course. It is most improbable that an artificial substitute can be found and a study of their qualities and quantities shows that cocoanut oil is also safe from the competition of other vegetable oils. For a considerable time to come, overproduction seems improbable. It is therefore a very safe statement to make that the Philippines have in the copra industry a large and growing income, the high water mark of which cannot as yet be seen even afar off.

KILN DRYING



AN OIL "FACTORY"

EXTRACTING COCOANUT MEAT

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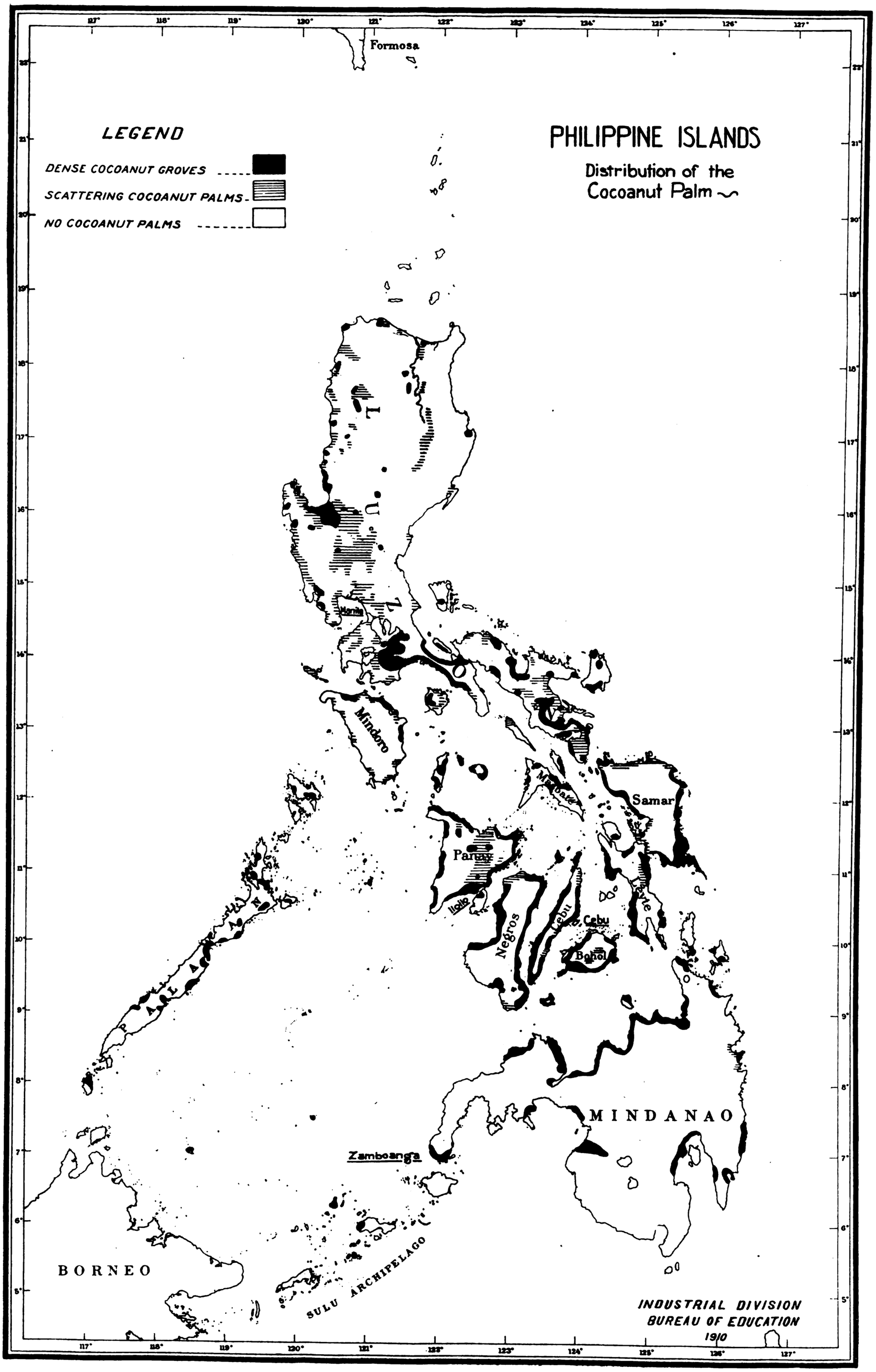

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THE BENEVOLENT AND PROTECTIVE ORDER OF ELKS

By M. L. STEWART

AN order whose membership is rigidly confined to American citizens, having lodges only on American territory, and inculcating, as one of the articles of its creed, a high and intelligent patriotism—such is the Benevolent and Protective Order of Elks, represented in the Philippine Islands by Manila Lodge No. 761.

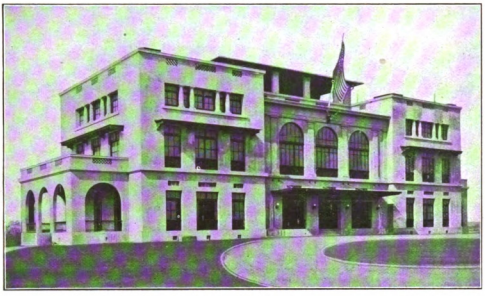
The Lodge was brought into being in September, 1901, when seven Elks, members of Lodges in the United States, of whom only three are still in Manila, met and initiated the movement which made it possible. The Constitution of the Order lays it down as a law that a Lodge of Elks can be organized only on American territory, and there was at first some doubt as to how the principle of the "Constitution following the Flag" would bear upon the desired establishment in the Philippines.

The Grand Lodge settled the question for all time by a ruling that whether or not the Constitution followed the Flag, the Elks most certainly do. A dispensation was granted, and on June 14, 1902, Manila Lodge was opened in a building situated on Calle Palacio in the Walled City. Followed eighteen months of steady and increasing prosperity in the original building, after which the quarters on the Luneta and Calle San Luis were secured. Growth and progress were the order of the day, and it became apparent that another and a bigger step in advance should be made.

A site was secured on the reclaimed area which is named the New Luneta; the Government architect, Mr. W. E. Parsons, was entrusted with the task of drawing up plans; and on December 31, 1910, the members of the Lodge moved triumphantly over to the superb three-story reinforced concrete building which is at once an ornament to the city and a monument to their progressive American spirit. The new Elks' Club, site, buildings, and furnishing, has cost ₱200,000, which large sum has been provided by the members themselves, and is the first to be opened of those stately erections which are to make the new Manila the Paris of the East.

This splendid home of an essentially American organisation looks almost south westward over Manila Bay. It has the spacious inviting-ness which comes of perfect symmetry. Broad steps lead to a wide veranda which runs around three sides of the building, set out with chairs and tables, and cool with the health-giving breezes which blow off the sea. The lofty hall is the more handsome for the sweeping lines of the great staircase, which leads to the library, and to the heart of the Club—the handsomely appointed Lodge room. Above again are bedrooms fitted with all the conveniences which make for comfort in a tropical climate, and yet another flight of stairs brings one out on the roof garden, half of which is permanently covered in, while over the open space in storm or stress of weather tarpaulin covers may be drawn. Here the better half of the membership—the ladies—may find coolness, rest, and recreation in the shape of bridge parties and the like. Downstairs again, and one comes to the office, the bar, a prettily furnished ladies' room, and to the dining room. The kitchen is a model of what such places should be, while in the basement are extensive cellars.

> *BELIEVE in thyself as well as in others.*
> *Exalted be thine ideas of right.*
> *Be lenient, be true!*
>
> *PROTECT childhood with tenderness, woman with chivalry, old age with respect.*
>
> *OTHERS seek to benefit.*
> *Do good here and now.*
> *Cherish with reverence the memory of those who have passed.*
>
> *ENJOY the good things of earth.*
> *Keep within thee the glorious sunshine of youth and above all remain always of good cheer.*



MANILA ELKS' CLUB

M. L. STEWART, *Exalted Ruler* — J. L. MANNING, *Est. Leading Knight* — JAS. M. PETTY, *Est. Lect. Knight* — J. E. ENRIGHT, *Est. Loyal Knight*

Secretary, A. S. THOMPSON *Treasurer*, R. C. BALDWIN *Esquire*, A. J. FRANCIS *Tyler*, F. M. DRUMM
Chaplain, G. H. HAYWARD *Inner Guard*, D. K. MITCHELL *Organist*, J. C. HOWE

Such, briefly, is the Elks' Club of Manila, and we may be pardoned the pride with which we hear it referred to as the most beautiful Club building in the Far East. It is a fitting center for that brotherhood and good fellowship which is as much a characteristic of the Elks as of any other worthy organisation, but it is also a temple of charity, the home of 380 men whose noble motto is: "We write the faults of our brothers in the sand, and their virtues in the tablets of love and memory."

When we consider that the Order of Elks has been in existence but forty years, that it has a membership of three hundred and fifty thousand patriotic Americans, some idea of its strength and power for good can be obtained. The crying need of our times is for intelligent, patriotic men and women, and any organization which assists in the making and training of these is entitled to a high place among the civic institutions of our land. The Benevolent and Protective Order of Elks teaches Americanism, broad, humane, and progressive. In its work for the cause of good citizenship it stands preeminent and alone. Churches for the preaching of religion, and schools for the acquirement of book-knowledge abound on every side, but it is a rare thing to find a great college whose curriculum includes the teaching of respect for our country and love for our flag.

In this outpost of the United States, thousands of miles from the homeland, the encouragement, by precept and practice, of an exalted patriotism is especially needed. So, too, is that charity which will hold out a hand to a weak or ailing brother, and a beneficence, the extent of which it is not permitted to reveal, is practised by the Order in Manila. Any Elk, sick or in want, may be sure of help. The hospitals are requested to report to the Lodge the presence of any patient of the brotherhood, and to him without fail will a strong hand be held out.

IMPOSING ENTRANCE OF THE NEW ELKS' CLUB

ELKS' CLUB ROOF GARDEN OVERLOOKING MANILA BAY

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MEDIEVAL AND MODERN MANILA

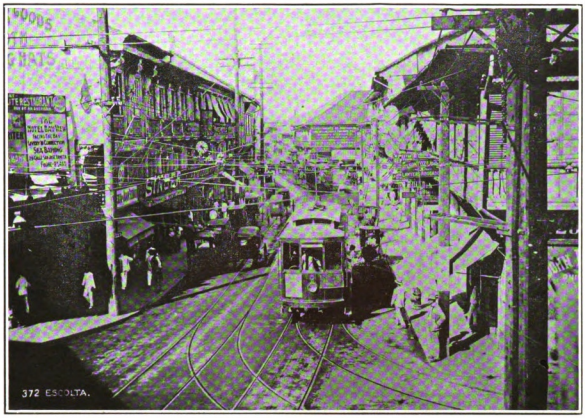
By LEWYS HARSANT.

MANILA, when the sun dies flaming behind Mount Mariveles, is a memory which will remain glowingly with the traveler. No matter where he may go in after years, an hour of gorgeous sunset will take his mind back to that lit and splendid cloud-bank in the west, the broad green spaces of the bay-front, the white-clad throngson the Luneta. These melt into a picture which makes the hour of the coming of the land breeze unforgettable and unique.

Here, in this city which is the heart of the Tagalog provinces, the East and the West meet and merge as nowhere else. The automobile flashes by the lumbering carabao, deep sea ships upon the Pasig heave their steel walls above the native cascos, concrete buildings stand firm and neighborly beside the nipa shacks of jungle days, and in the hurrying streets all the races of all the world pass and return upon their lawful occasions. You may leave the incense-heavy twilight of an old church to come shortly upon a house calling itself Tammany Hall! You may pass from the shuttered somnolence of a Spanish store in the midday heat to hear in another the clatter of the typewriter, that kettledrum of civilization. It is all a bewildering mixture, a hotch-potch, a delight and a despair to the observer.

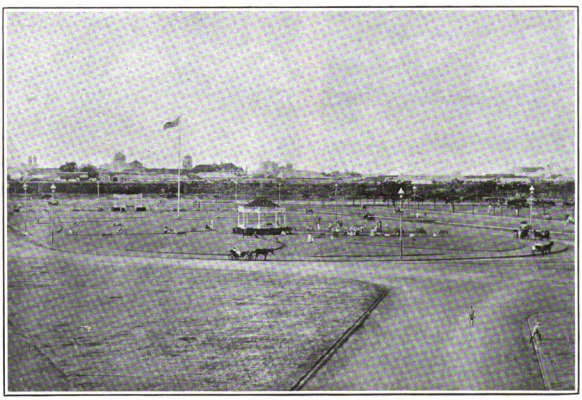
The river lies like a sword between the two divisions of Manila. On the left bank the walled city—Intramuros, in the sonorous mouth filling Spanish—is still faintly redolent of old romance, gallant unhappy days of rovers and pirates, of Eldorado dreams, of argonauts who fared out to find the lands where dwelt the "anthropophagi, and men whose heads do grow beneath their shoulders." The right bank holds the newer Manila which should be called Boom-town-on-the-Pasig. It is the heart and centre of that strenuous Americanism which has dared to hustle the East. Its main thoroughfare, the famous Escolta, hums with movement like the downtown district of a great city. Cable cars go clanging by, the racket of countless hoofs on the wood paving mingles with the purr of the petrol-driven vehicle, newspaper boys display for you sheets whose headlines are the very glass and index of the spirit which lives not upon old memories but urges forcefully toward the great time coming.

The traveler hails the calesa, of the swift light infantry of Manila's army of traffic, with delight. It is so mobile, so smooth running, a glorified riesha drawn by a horse. Behind his grinning cochero, while the toll of pesos mounts steadily against him, he is whirled to churches and cockpits, to monuments and menageries, to cigar factories and curio stores. But it is to the monument of old warlike Spain, the walled city, that he is first attracted. The grim, purposeful bastions hide now as ever a city of seclusion. There are no chance intimate glimpses for the curious passer-by. The narrow streets, the grated windows, the closed doors are as inhospitable as a tomb. Only the churches are open—a rich field for the sightseer. There is an imposing splendor of ornament in the Cathedral; the dignity of age and mellowed beauty sits upon the church of San Agustin, where lie the remains of Legaspi the Conqueror; Recoletos, Santo Domingo, San Francisco, Santa Clara have each their special appeal; but the Jesuit church of San Ignacio on Calle Arzobispo, with its superb wood carving, is a triumph of patient craftsmanship, an ever-fresh and engrossing study. Altars, ceilings, galleries are all of cunningly wrought wood, and the eye feasts greedily upon detail after delicate detail until overstrained admiration falters at the exquisite pulpit.



THE BUSY AND UP-TO-DATE ESCOLTA
Manila's Main Business Thoroughfare.

Then there is the Ayuntamiento to see, of old the seat of the Spanish Governor General, now the office building of the Philippine Commission, where the white statue of Elcano, who girdled the world, greets you as you enter. Its marble hall, once the scene of stately official entertainment, now echoes to the heady eloquence of the Philippine Assembly. There is Fort Santiago, that frowning projection of the walled city, scarred by three hundred years of war, mossy and weed grown now, looking out upon the new ground which the children of the United States have won from the sea. There is the bronze monument to Legaspi the soldier and Urdaneta the monk, who from their marble pedestal stare over the Luneta and the bay. The walled city is a paradise of the historian, a storehouse of memories, but the signs and tokens of its old life are passing. No longer is it surrounded by a moat, breeding-ground of countless mosquitoes, pestiferous with rotting vegetation. This has gone the way which much of old Manila must traverse. Where lay the stagnant waters is now a green expanse, part of the scheme for a great bayside park which is to help make the city in very truth the Pearl of the Orient.



THE LUNETA
Manila's Far Famed Playground.

The very walls show the breaches made by their new masters, and through a rift in their huge strength the traveler moves out on to the Luneta and joys in its trim orderliness. From the superb buildings of the Elks' or Army and Navy Clubs his eye takes in the

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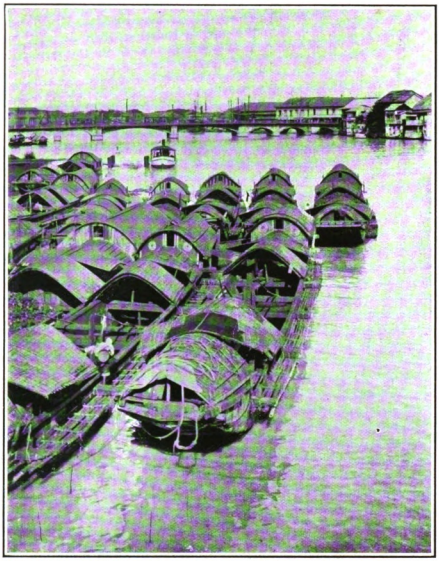
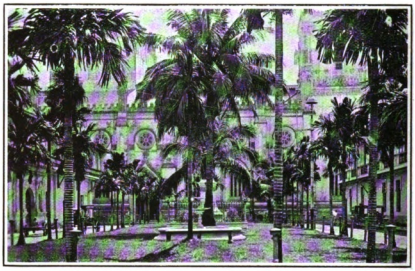
THE QUAINT AND INTERESTING CITY OF MANILA

Photos by C. A. Gilchrist

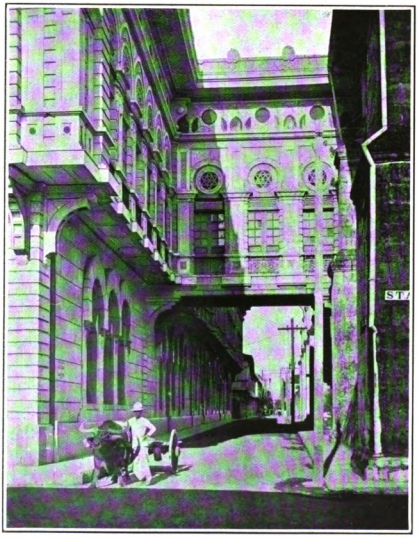


THE PASIG RIVER SHOWING THE ANCIENT BRIDGE OF SPAIN, BUILT IN 1630.

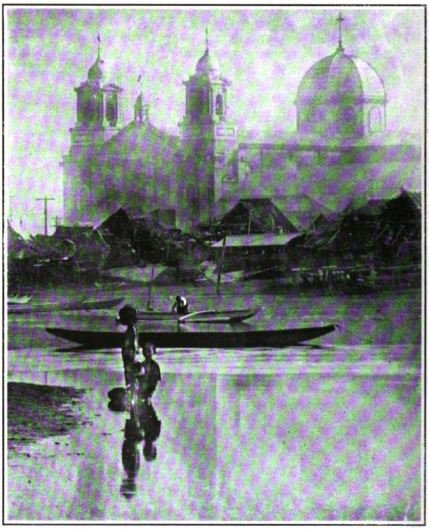
THE OLD PACO CEMETERY.



PLAZA SANTO TOMAS, SHOWING THE OLDEST UNIVERSITY IN THE ISLANDS.



THE "BRIDGE OF SIGHS" IN THE WALLED CITY.



LOW TIDE ON THE FLATS OF TONDO.

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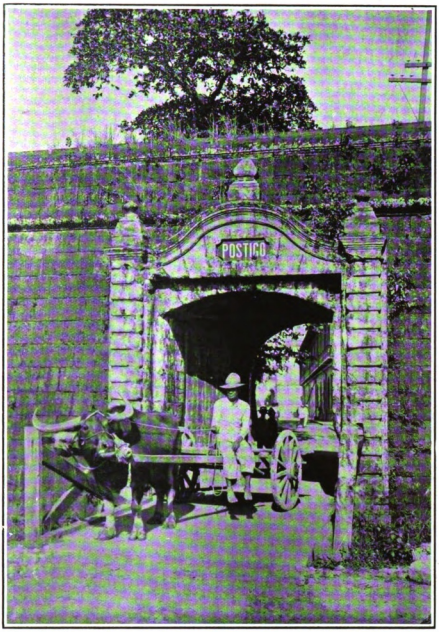
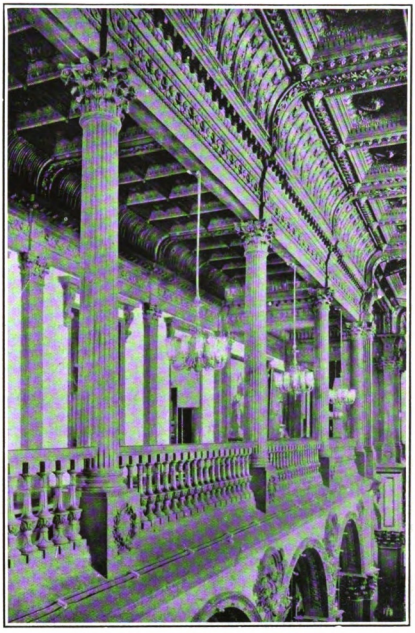
WHERE MODERNITY FINDS A MEDIEVAL FOUNDATION

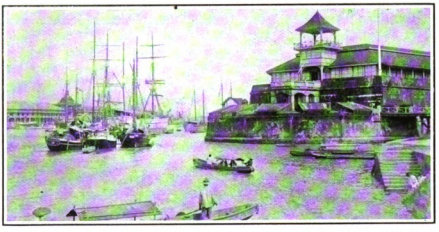
Photos by C. A. Gilchrist



GATEWAY IN THE ANCIENT CITY WALLS.

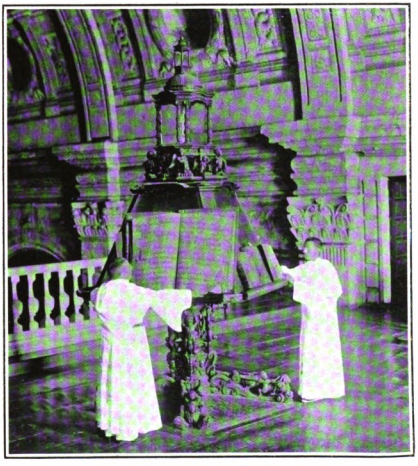


A DETAIL OF THE CARVED WOOD CHURCH OF SAN IGNACIO.



FT. SANTIAGO, AT THE MOUTH OF THE PASIG RIVER.

LAZILY ADRIFT ON SLEEPY WATERWAYS.



SACRED STUDIES IN A MEDIEVAL ATMOSPHERE.

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clean oval of the driveway in which are set the bandstands. He is still, as it were, in the midst of memories. It was on this ground, where evening by evening the Constabulary band makes the twilight musical, that José Rizal, the fine flower of Filipino patriotism, a people's hero and martyr, died fronting a Spanish platoon. It is here two days before each new year that a gathering honors his memory.

And now, leaving the Luneta our traveler speeds up Bagumbayan drive, with the frowning Intramuros on his left. He swings past public offices set in wide green spaces, glances casually at the gaping crowd which stares at the big cages in the Botanic gardens, and—while the calesa turns and doubles among the crowded traffic—comes upon the famous Bridge of Spain. For two hundred and eighty years the fine old structure has stridden the Pasig, and still it grumbles to the passage of a thronging and crowded traffic. Its arched solidity of massive stone is a fitting contrast to the steel intricacy of the Puente Santa Cruz farther up river. Here are medieval and modern once again, just as on the water below them centuries touch in the huddle of steamers and cascos, barques and bancas.

But there is before our visitor a bewilderment of possibilities, and there is no order, no system by which he can come at them. He must wander at his own sweet will, with the certainty that he will be more than richly repaid. Would he plunge into the tortuous uninvitingness of a native barrio, let him go to Tondo. There, crowding upon the narrow ways, the poorest and most ignorant class of Filipinos have set their flimsy nipa houses. Would he see how the men of his own race have their being in this oriental possession of the United States, let him stray through Ermita, or Paco, or Malate. He may wander for hours drinking in the sights and sounds of the streets and alleys, or he may stand upon the bridge and let three centuries go by him while he watches the life of the river folk.

Dodging and turning they will move past—the carretons, with their scantily clad drivers, the overloaded carretelas, with their spindling ponies, straight backed women whose heads are crested by baskets of stale fish, city-bred Filipinos whose sense of personal adornment seems to rise no higher than their shoes, artisans, students, taos redolent of the bosque, generals, privates, government officials, merchants, beachcombers, Chinese, Hindus, Japanese, Singalese, citizens and subjects of every country under the sun.

The river below him, if he but take passage on some zacate-laden banca, would show him a population of more than fifteen thousand

THE CATHEDRAL OF ST. MARY AND ST. JOHN.

people who know no other home than their boats. You find them everywhere—on the main stream, or drifting idly about the canals that reach nearly every corner of Manila. His banquero will paddle him into sleepy esteros where the carabao wallows, and where the bright tropic vegetation leans above mud of an appalling muddiness. Or he may follow the full-bosomed Pasig past old Spanish residences at the lip of the water, native villages, old pottery kilns, piles of country produce, and, in the evening time, hundreds of bathers of both sexes. Every moment under the staring sun shows him something new and yet immemorially old, something strange or beautiful.

Landing again and stretching out for fresh scenes the all-too-frequent funerals will turn him towards the cemeteries, and Paco will furnish him with impressions to last a lifetime. It is not too much to say that Paco cemetery is one of the most extraordinary sights in the world. The graves are vaults cut in its great round wall as pigeon-holes are placed in a desk, and in the huge circle there is room for nearly two thousand. The ground within the circle is divided into four parts by two paved streets, which cross each other in the center and end in a circular shrub-lined walk round this city of the dead. The wall is eight feet thick, is surmounted by a terrace and balustrade, and includes more than sixty Doric columns. There is a mortuary chapel, where lie the remains of past and gone governors-general and bishops, and behind this are the ossarium and the children's vaults. Strange beyond all else is the fact that these resting places for the dear departed are but rented for fixed periods, and payment is exacted strictly in advance. In the days before American occupation the bones of those whose relatives had failed to make a further payment when due were swept from their places and unceremoniously thrown into the passage way between the walls, called the deposito. The gruesome "bone-pile," much photographed by the curious, has now by official order been covered, and the abuses of the place remedied by governmental intervention.

Paco cemetery is typical of many more, to which each day the slow processions move through the streets. The pathetic simplicity of the pobre child's funeral, where small boys carry the little paper coffin on a board, is infinitely more impressive than the cortege of the rich man, with its inevitable band, its hearse, its bewigged attendants, and long procession of friends.

Our traveler is glad to turn from these to study the cheerful fiestas, one of which would seem to be going on each day in the three hundred and sixty-five. Then does the Filipino throw to the winds dull care, and with music, dancing, and cockfighting seek to forget that the rice and fish to keep life together are woefully wanting. The cock-pit is still the great gathering place of all sexes, though the cleaner games of the west are slowly shouldering it out of favor. It is a wholesome and a happy sign that "mag besbol"—play baseball—is a phrase in common use in the Manila of today, and that basket-ball between teams of sturdy girls will draw crowds of excited spectators.

The great mass of Manila's 250,000 inhabitants are Tagalog, but there are are also Pampangans, Bicols, Ilocanos, of northwest Luzon, and a sprinkling of Visayans. Their Spanish conquerors imposed on them little but the Catholic religion, but in the new day a new spirit has come, and the years of the future are to see change undreamed of.

There has come to the city cleanliness and health such as it has never before known, and it is the work of an army of men from the great Republic beyond the seas. The new and stately buildings which are going up everywhere, the spacious hotel, the great hospital, the modern government offices which are planned, are all part of a Manila which the visitor of to-morrow will see, and the visitor of to-day can but prevision. No longer, however, need the tourist be affrighted by stories of the dangers to health incident to even a short stay in the city. Nor need the much-maligned climate deter him. The Philippines generally, and Manila as part of them, are the most pleasant and healthy part of the tropics, for the temperature is kept down to a point of comfort for the greater part of the year by the ocean currents from the north, and there is always a considerable variation between day and night.

There are few who can leave the city without regrets. This new-old hive of people, clangorous with the bells of its unnumbered churches, humming with life, has a fascination all its own, and one steams out of the splendid harbor with a sense of loss.

THE MANILA CLUB

THE YOUNG MEN'S CHRISTIAN ASSOCIATION.

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The Honorable Newton W. Gilbert

Vice Governor of the Philippine Islands
and
Secretary of Public Instruction.

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EDUCATION IN THE PHILIPPINES

By FRANK R. WHITE, Director of Education

ASSEMBLY HALL, NEW TONDO INTERMEDIATE SCHOOL, MANILA

THE Bureau of Education, with its seven hundred and fifty American teachers and its eight thousand Filipino teachers, its five thousand schools and more than half a million pupils, occupies a unique position among the branches of the Philippine government, in that its influence reaches into every important barrio, and touches every day, directly or indirectly, the major portion of the population of the Islands. Other bureaus of the government have their particular functions to perform, and to accomplish their ends most of them need the intelligent cooperation of the entire population; none of them has so direct and effective a means of enlisting the sympathy of any large proportion of the people as has the Bureau of Education.

As a medium for dispensing general information with respect to the policies of the government or upon any other subject of common interest, this bureau is a valuable agency; it stands ready upon request to assist in every way possible in furthering the ends of all governmental and other organizations. If the Bureau of Health finds it desirable to advise and instruct the people as to precautions to be taken against the spread of an epidemic or upon sanitary measures which should be generally enforced, the Bureau of Education is in a position to serve as its agent. If the Bureau of Agriculture wishes to advise the people as to proper methods of soil cultivation or as to varieties of plants specially adapted to the Philippines, or if it desires to circulate any other information of agricultural interest, the Bureau of Education is ready to cooperate to the extent of disseminating such information by practical demonstration in every hamlet in the Philippines. The Bureau of Posts has established a Postal Savings Bank, and the Bureau of Education is advertising the purposes of that bank to every teacher and every pupil throughout the extent of the archipelago, and is encouraging them in a very definite way in the cultivation of habits of thrift and economy. The Department of Justice has established its courts in all provinces of the island, and the Bureau of Education is prepared to give, and does give to every child who is ready for it, appropriate instruction in the rights and duties of citizens in their relations to the government and to each other. Every bureau in the government and every provincial and municipal organization is in need of clerical assistants, and every one of them looks to the Bureau of Education to supply it with young men and women who have received such instruction in English, arithmetic, and other requisites of the elementary branches in public schools as fits them for the work in hand. Both in respect to the establishment and extension of their work and in the improvement of their personnel, this bureau has rendered valuable assistance in former years to other departments of the government, and it is now coming into a position where it can be of much greater help to them than before.

STUDENTS OF THE PHILIPPINE NORMAL SCHOOL, MANILA

SCHOOL BUILDINGS

We have come to the conclusion that it is a waste of good money to construct school buildings of other than the most substantial type. Every available centavo of school funds which can be spared from the regular routine program is being devoted to school construction, and every building erected is of reinforced concrete, and the timbers used are of high class. At the present time no less than 231 reinforced concrete buildings are in process of construction in municipalities and barrios throughout the Islands. During the year 1911 the total sum expended on school buildings of this character will be approximately ₱2,000,000. We cannot house all the schools suitably in a year's time, or in five years, but we at least have adopted a program which if consistently followed in future will ultimately give the Philippines a complete system of modern buildings of permanent construction, perfectly adapted to the climatic conditions of the Philippine Islands, a system extending throughout the archipelago, from the capital to remote barrios. These schoolhouses are being constructed upon a set of standard plans for provincial, central, and barrio schools, these plans being based upon a unit system of building, a system so worked out as to meet the needs of a growing population. One or more rooms may be added from time to time in harmony with the general design at a minimum expense, and without damage to the original structure. These buildings are not only substantial, but they are pleasing in appearance as

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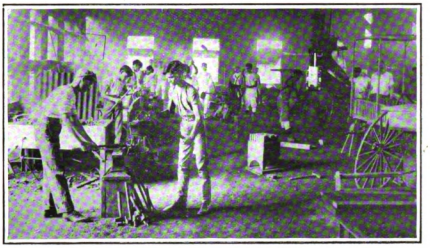
The Practical Training of Filipino Youth

CLASS IN DRAWING, SCHOOL OF ARTS AND TRADES, MANILA

TYPEWRITING CLASS, SCHOOL OF COMMERCE, MANILA



BLACKSMITH AND WHEELWRIGHT DEPARTMENT

AUTOMOBILE REPAIR SHOP, SCHOOL OF ARTS AND TRADES, MANILA

PRACTICAL GARDENING IN PROVINCIAL SCHOOL

A REPRESENTATIVE PROVINCIAL SCHOOL

EMBROIDERY CLASS, CITY SCHOOLS, MANILA

MAKING PILLOW LACE, CITY SCHOOLS, MANILA

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PHILIPPINE NORMAL SCHOOL BASEBALL TEAM

PHILIPPINE NORMAL GIRLS PLAYING BASKET-BALL

well. They are without question far superior in every way to the school buildings which are found in the United States in rural districts, and even in the smaller cities.

VACATION ASSEMBLIES

The Teachers' Vacation Assembly, with its camp in the Baguio hills, has become an established institution. Last summer more than two hundred superintendents, teachers, and others connected with the bureau enjoyed the benefits of the invigorating climate of this mountain country and of the lectures, entertainments, and conferences which made up the program of the assembly. Classes were conducted by competent instructors in lace making, embroidery, science of education, Spanish, and Philippine history.

Several new features and accommodations are being added to the camp for the assembly of 1911, among them a new mess hall. An effort is being made to secure men of note from the United States to provide lectures and entertainment. In addition to this, there will be special courses of instruction for those who desire them, and the teachers' conferences of the past year will be continued.

The "outing" feature of this year's assembly is to be made prominent. There will be excursions to the surrounding country and entertainments and athletics of various sorts. The cool air at Baguio is such as to invite out-door activities and to this end the baseball field and the tennis courts will be put into condition before the opening of the session. For all who desire rest, relaxation, out-door sports, plenty of clean fresh air, and a real change of climate, with an opportunity at the same time for the enjoyment of good-fellowship and for the exchange of ideas relative to matters of common interest, the assembly at Baguio offers the best possible inducements. In fact, the success of the assembly in past years is sufficient guarantee for its continued existence as one of the permanent institutions of this bureau.

In addition to this annual assembly in the mountains, during the summer vacation there is held an annual institute for Filipino teachers at the Philippine Normal School in Manila. In 1910, this institute was attended by nearly eight hundred teachers, from nearly every province in the archipelago. Vacation classes are also held in the Philippine School of Arts and Trades, and summer institutes are convened at other large provincial capitals. The annual vacation institute for Filipino teachers has become a prominent and necessary feature of the school year and is looked forward to with eagerness and enthusiasm, not only as a school in which to pursue further academic studies, but as a gathering from which will spring new ideas and aims in industrial instruction, and a livelier interest and spirit in the lighter sides of school work, particularly in athletics.

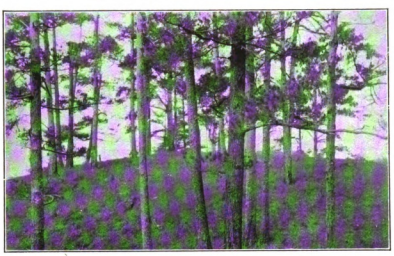
OUTDOOR SPORTS

The last year has witnessed a remarkable growth in athletics, which have in a few years become a prominent feature of the school life in every town. Baseball was learned from the soldiers, and has in past years been centered in only a few of the larger capitals. More recently, however, it has been fostered and encouraged through the medium of the schools, and along with general athletics has spread over the entire archipelago, reaching the most isolated barrios.

It is now the universal game of the Filipino boy. Today each school has its own baseball team, and on its own initiative arranges and plays games with neighboring school teams. Not only is this interest felt in the town centers, but the barrios have also taken up the game and travelers passing along the country roads find it a very usual sight to see a group of boys, big and little, perhaps among them a number who have never seen the inside of a school, playing their game of baseball. The equipment is generally very meager and often of their own manufacture. In intermediate and other schools of higher grade, instances are not infrequent where the school boys' team even wins from the American soldiers. Baseball is perhaps the first branch of athletics in which the Filipino can hold his own with the American in skill and endurance, and it is certainly a sport which can arouse his enthusiasm to a very high point.

Interprovincial baseball and track meets now take place in all parts of the Islands. These contests are becoming well organized annual events and the enthusiasm and good-fellowship which characterize them have done much to bring about more cordial relations among neighboring provinces. Everywhere they are training into the Filipino youth a spirit of friendly rivalry and are displacing former questionable pastimes. Careful training for these meets is producing a better showing in all events and in many the records are approaching standard athletic marks.

Girls' basket ball, which has in recent months been receiving special attention in a number of provincial centres, introduces a new element into the life of the growing school girl. It is an extreme departure from the precedents of Spanish times, and the effect which it will have on the home and social life when the girls who have received this wholesome training return to spread such new ideas in their home towns will be awaited with interest.



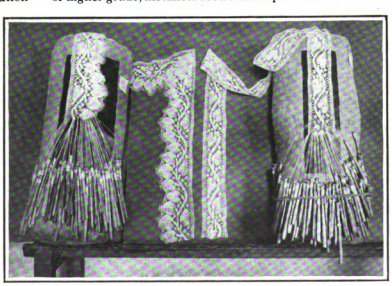
AMONG THE PINES OF BENGUET

Where the Bureau of Education has established a permanent vacation camp and under the cooling shades of which may be found thousands of Manila's population during the hot months of early summer. These hills are more than 5000 feet above sea level and have a climate like the Adirondacks.

INDUSTRIAL INSTRUCTION

Every superintendent, teacher, and pupil in the Bureau of Education has come to the realization that the chief immediate aim of the bureau is to develop a consistent and practical system of industrial instruction; to make the relation between this instruction and the every day industrial life of the people as immediate and evident as possible. This is not a simple proposition. We can secure very little assistance either from America or from other countries, for our problem is very different from theirs. Moreover, we shall not be satisfied to accept the industrial instruction program of any other country, for we believe that in the Philippines we can develop a system which will be actually superior to any now in existence anywhere. There are established in the United States many very excellent higher technical schools—colleges of engineering and agriculture; but these, by reason of their advanced grade, are open to no larger percentage of the boys than are the academic colleges and universities. In the entire public school system of America there is practically no technical instruction designed to fit a boy to become a more skillful artisan or craftsman or farmer than he could be without such training. Some of the countries of Europe, notably Germany, have gone beyond the United States in developing adequate systems of industrial teaching; but even those countries realize that their work in this line is still far from meeting the actual requirements, and they are deeply and actively concerned in intelligent and progressive revision of their present systems.

(Continued on page 99)



PILLOW LACE AND INSERTION, CITY SCHOOLS, MANILA.

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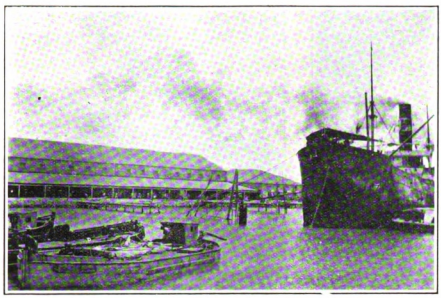
ILOILO AND PANAY

By EDMOND BLOCK



LOADING 6000 TONS OF SUGAR AT THE WARNER, BARNES WHARF, ILOILO

YOU can't blow into Iloilo with a piece of subsidiary money in your pocket, stay an hour or so and acquire the wherewith to purchase a steam yacht. Our beach sands contain no gold. It is just as well to know this first as last. Experts differ as to whether or not this is a good town for the impecunious, but enthusiasts are wont to declare that it is better to be broke in Iloilo than to roll in affluence in other centers of industry.

However if you have sufficient funds for immediate necessities and an active desire for further acquirement you are sure to like Iloilo and you are sure to find in Iloilo what you want.

SHIPPING IN THE RIVER AT ILOILO

TYPICAL BUSINESS STREET IN ILOILO

OLD CHURCH IN OTON, NEAR ILOILO

A QUIET STREET IN ILOILO

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Among the Builders of Iloilo's Prosperity

Sr. EMILIO BERNEZO,
Manager for Ynchausti and Company.

Mr. JACOB BROWN,
Manager for Stevenson and Company.

Sr. BONIFACIO ELLACURIA,
Manager of "La Bauconia".

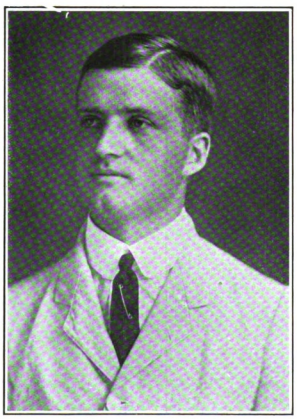
Back in the '70's there was an American firm in Iloilo known as Russell and Sturgis, and it made good. I am told that in the '80's there came to this port many sailing vessels,—as many as eighteen being anchored at one time. A lot of them were American. A big New York house maintained a line between New York and Iloilo, bringing into the country furniture, iron, oils, etc., and taking back sugar. In the foreign cemetery there is an old and almost hidden grave of one Haines which bears the date of July 4th, 1864. Haines came from Massachusetts.

In those days, as now, there was wealth in the soil. Her British Majesty's first consul at the Port of Iloilo saw what generations of good people before him failed to discern. It seems strange that not until Nicolas Loney pointed the way, did the inhabitants realize that the land, if not of milk and honey, was, or should be, of sugar. The inscription on the monument of the Founder of Iloilo, written in English, Spanish, French and Visayan, is to the effect that he will always live in the memory of his friends, but nowhere have I seen it stated (as it should be) that it was Nicolas Loney who made the Payne bill possible.

He started in business with a pack on his back. Before the end of his forty one years he had taught the native how to get sugar without having to destroy his utensils in the getting. He substituted iron for earthenware; he showed the advantage of planting in big lots and in fact was the first real hacendero of Negros. His hacienda is still working, being owned at present by Señor Lacson. He inaugurated the lorcha service between the various sugar estates and the port of Iloilo, which made the city of Iloilo the commercial capital of two provinces. Since the advent of the railroad it is now the capital of three in the same business way. Iloilo will never have done its duty to itself until it fittingly commemorates in marble or bronze the life and work of its best friend.

The above is really not a digression. It is meant to show that these Islands here and about are still young. Negros still has thousands of hectares of sugar land waiting to be claimed and worked. Panay is a wilderness in many places. In the wilderness you may see growing

Mr. F. HODSOLL,
Manager for Warner, Barnes and Company.



Mr. E. ST. C. PURDON,
Manager for Smith, Bell and Company.

Sr. Don CARLOS A. FERNANDIZ,
Manager for Compania Tabacalera.

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the tall, reedy grass which looks like sugar cane and is an unerring indication that, there, sugar will grow in abundance.

It is usual in an article of this class to quote statistics. Statistics are very good in their place, but many a man has been lured far from home by figures, only to find that some clerk had made a mistake in calculation. The promoter with his oral massaging may get you to exploit fancied rich fields on some lonely island, but once there you will need more than mere mathematical treatment. Now Panay has not hundreds upon hundreds of miles of smooth roads by means of which one may get to a ready-made hacienda. If it had there would no longer be opportunities to get in on the ground floor. We are building roads—good, substantial roads,—but they are for the most part short feeding roads to the railroad. We have no "Seeing-Panay" autos which will take you to the heart of the vacant lands. The chances are you will travel per carabao. Nor can we tell you just what all these lands will produce; but we do know that they can be made to produce just in proportion to the work put into them. Neither are they inaccessible. To be sure if you want to get on an improved road, you probably will have to pay some one who got there before you did. But public lands may be had near roads, and if one is going into the sugar business on a small scale the means of communication will be sufficient to meet ordinary requirements, while if he goes into it on a large scale not much money, relatively speaking, will be required for road building. Furthermore whenever a bona fide hacienda of proportion is set in motion, it will not be long before the provincial government's road builders will come that way. We have that sort of provincial governments in Iloilo and in Negros.

Not all land in Panay is adaptable to the cultivation of sugar cane. There are rolling slopes which remind one of the rich Bayamon country in Porto Rico and ought to produce pineapples and citrous fruit of the same quality and quantity as the Antillian island. This section is on the railroad between Passi and Dumarao. It is well watered and when the cogon grass is small it makes fine grazing. Now all of our meat is imported. No scientific stock farmers have come. In the days of railroad construction when we used to travel through this locality on foot many a railroad hand who hailed from the West has been heard to remark anent its cattle possibilities. To be sure we have rinderpest and surra, but the new cattle which have been imported by the thousands this year and last for pulling the plow seem to thrive and have not acquired the disease habit. Lately even this foot-hill country is being given over partially to sugar cane.

Between Passi and Sara are long stretches of country which would bring delight to the heart of the Hawaiian planter. So there are in the Calinog region—where a new road has just been completed. The sugar business needs capital and experience. Given these there is no better investment on earth. A pico of sugar will cost the producer about ₱2.50. Last year a pico sold from ₱7.00 to ₱9.00. This year the price is somewhat lower. This is due largely to the fact that the mills are ancient and will not give high per cent sugar. Once we have the first central, and the people realize the advantages of modern machinery, there ought to be very little trouble about the grade of the sugar.

Maguey will grow in Panay. Between Santa Barbara and Lucena there is a parcel of land calmly waiting for some one to take it and start a maguey farm. The land is of private ownership but its cost would be insignificant. It is on the railroad, too. Incidentally there is some fine snipe and duck shooting around these two towns. Of all the crops, however, when everything is considered, cocoanuts ought most to appeal to the man of moderate capital who does not want to become opulent in a day. It does not cost much to acquire ground suitable for cocoanuts; it doesn't cost much to plant them. One can and should grow corn or something else while the trees are growing, both for the profits of the biannual crop and as cultivation for the trees. One grove is known to the writer to have produced nuts after five years, owing to diligent and persistent cultivation. Panay, and particularly Capiz Province, offers cocoanut land to all who care to invest.

We must not forget tobacco. It is only since the railroad connecting Iloilo with Capiz has been in operation that the farmers of Panay have awakened to the knowledge that tobacco of good quality will grow on the island. It is not the high class product of the Cagayan valley, but it is good enough to plant and sell for good money. The Compañía General de Tabacos, a large Spanish concern, has been the first in the field and the near future will see a godown built in the vicinity of Dingley.

Almost every province in the Philippines is able to offer something enticing in the way of

BRITISH CONSULATE, ILOILO

agricultural propositions and the reader, who, as we suppose and wish, is looking for opportunities, will naturally inquire: "Why Panay?" It will take several paragraphs to answer that. To begin with, is the reader married or single? Has he a family? If a man has a family he desires to go to a place where he may be reasonably certain of material comforts. The married investor in Panay will have very few of the hardships to contend with which usually attend tropical ventures. There are good schools in Iloilo to which he may send his children; primary, secondary and manual training schools in which preparation may be had for later university education. He will not be in a fever-ridden community. Iloilo is singularly free from malaria while dengue simply makes one uncomfortable for a few days without serious results. We are clean of cholera and small-pox. Plague, we do not know at all.

Socially, Iloilo is not behind any place in the Philippines—and that is saying much. We have American, British, and Spanish clubs besides tennis, bowling, and golf organizations. Social intercourse between the military and civilian elements is characterized by perfect good will and a disposition on both sides to meet the other more than half way.

The comforts of life are likewise to be found in Iloilo. The city is electrically lighted; two ice plants keep us in the habit of drinking things cold; the telephone is furnished us to harass our neighbor even as at home in the States; fresh Australian beef and butter come to our cold storage and are sold to the public at very moderate prices. We are not much on theatres although even good shows are not unknown. Of course the cinematograph is with us by an enthusiastic plurality; you can gorge yourself on cinematograms in three different show houses. Those mortals who are addicted to sea bathing should come to Iloilo for their permanent and lasting home. Right in the heart of the town as well as in Oton (which will some day be a Philippine Atlantic City) we have it, and the best of it all the year 'round. Rest assured, the sharks will not bite you nor will the jelly fishes sting you. You can have either surf or still water. So also one may go canoeing or sailing in the straits of Guimaras. We have whole flocks of "birds afloat," only they don't call them that; locally they are known as "Veloz." You should see them go in a four-man breeze.

The market of Iloilo is unsurpassed in the Islands. After one has lived in the Philippines for awhile he finds that there are many native vegetables which, while not exactly taking the place of our own, yet cause us to regret less the lack of these. Pray do not ask me what they are—it's not in my line. Mangoes, guavas, guanavana, ati, melons and oranges form our principal fruit supply and they ought to satisfy any reasonable person. Fish, we have in great variety and abundance. Occasionally game can be had in the market. Guns are scarce among the native population so that the game supply depends more or less upon the efficiency of your own weapon or the amiability of a friend who is more skillful.

Nearly all the nations are represented in the import and export business. Socially the various nationalities blend much more here than they would in a larger town. The result is a distinct gain to everybody concerned. Foreigners may not convince us that we are not the biggest on earth, and it may be that we can not impress upon them the full measure of our importance, but we can all try, and get good fun out of the trying.

Like other places we have our "delightful drives," only ours really are. We even like them ourselves. Automobiles flourish and gasoline the air in Iloilo as in New York—not perhaps to the same extent, but that is where we have the advantage. Folks in Iloilo live in the open. Thanks to the climate this is made possible all year. One would not expect us to suffer from cold, but after visiting other parts of the Islands, the visitor would expect heat and in Iloilo he doesn't get it.

The intending settler likes to know how he is going to be connected with the outside world. Emergency news comes to us over two cable lines: government and private; a daily paper will dish up the latest outside intelligence; one line of steamers direct from Hongkong, another from the same place via Manila, a weekly service direct with Manila, as well as communication with the insular capital by means of the railroad and connecting boats at Capiz give us ample and continuous knowledge of what is going on in the world. Besides Iloilo is a port of call for the Spanish mail boats and other foreign lines.

The business outlook is most encouraging. Every available cent is being put into agriculture with the certainty of fair profits. That there are commercial opportunities is best proved by the fact that individuals unassisted have become men of fortune within a comparatively short period and others are becoming so. We need money to develop; these thousands of acres are lying fallow for the simple reason that war, pestilence, famine and low prices have prevented their cultivation. Then, too, we are growing. Very few of our resources have been touched. Nature has provided us with the finest sugar lands on earth. If American capital doesn't get busy pretty soon, other capital will. While we need the money, the money needs us.

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PHILIPPINE HATS

By HUGO H. MILLER, Industrial Division, Bureau of Education.

WITH the growth of the economic idea, division of occupation in the Philippines has delegated to the woman the art of hat weaving. It usually falls to the man, however, to procure the raw material. It has been claimed that children in hat producing regions possess a knack of plaiting straws which could only have been acquired through heredity. But even in these places years of practice are required for a woman to become the expert weaver who can doze or gossip over her work while her nimble fingers move the straws into place in the fabrication of a beautiful masterpiece of the hat weaver's art. Even a weaver of medio cre ability must have worked at weaving a considerable length of time.

There are no smokestacks in a Philippine hat manufacturing town; one does not hear the rumbling of machinery nor see boxes of goods passing in the streets. But there is, nevertheless, a system at work. One catches glimpses of it through the open windows where women are engaged in weaving hats over wooden blocks. It can be seen in the streets where children are at play making coarse inner parts for double hats or are working on the edges of the single variety, a stack of hats, with straw ends sticking out in every direction, piled on the top of each small head. The governor of this machinery of production is the Filipino hat broker who stands between the Manila exporters and the weavers. Receiving his orders from the exporters he gives instructions to the weavers as to the style and quality of hats demanded in foreign markets. He advances money, provisions and materials to the weavers and consequently must have more or less capital. In each hat town there are a few brokers who have become quite well-to-do in the business and who control the output of a large number of weavers.

Philippine hats divide themselves up quite naturally into export and domestic hats. Demand and supply of export hats is at the present time very poorly balanced. The system described above has not proved adequate to the task of increasing the number of workers and bringing the output up to the demand and the result has been keen competition among hat exporters and a sharp rise in prices. The chief problem concerning export hats is, therefore, to increase the localities and weavers producing them. There are many towns to-day in the Philippines which offer good fields for the introduction of weaving export hats. There are many towns which weave inferior hats both in quality and with respect to the remuneration of the workers. There are other towns where hand weaving has taken the form of mat production or the making of other articles which are not of so great commercial importance as are hats. In both these two classes of towns there exists a body of fairly skilled weavers with whom hand weaving is more or less an hereditary art. Another class of towns consists of those where, on account of over-population, as in the Ilocos provinces, or on account of the low fertility of the soil, the inhabitants are compelled to turn to an occupation other than agriculture for their livelihood, either as a handicraft by itself or as an occupation to supplement agriculture.

Where such towns can obtain raw material a fortunate combination of circumstances exists for the introduction of hat weaving. The Bureau of Education is at present determining the location of such towns and there it is intended to encourage production of export hats. The teaching of weaving in the public schools would be of slow effect in increasing the supply of export hats were it necessary to await the growth of school children. It has been found that where properly introduced the older members of the household become interested in an art which is easy and remunerative, and are inclined to substitute it for one which gives less return, or to occupy with hat weaving spare moments previously spent in idleness.

EXTRACTING BUNTAL FIBER FOR WEAVING HATS

During the fiscal year ending June 30, 1910, 623,375 hats valued at ₱560,698 were exported from the Philippines according to the returns made to the Bureau of Customs. It may be safely presumed that these figures are too low.

The chief export hat, both in point of numbers and in point of value, is undoubtedly the bamboo hat. Exact figures upon the different kinds of hats exported are impossible to obtain since various classes are not clearly separated in the reports made to the customs officials, but from observation of the trade it may be safely stated that the bamboo hat is at present the chief hat exported from the Philippines. This hat is double, that is, two hats are woven together at the brim in order to give greater strength and stiffness to the resultant double hat. It is made in the province of Bulacan and particularly in the towns of Baliuag and Pulilan and hence a fine bamboo hat is known as a "Baliuag" and a coarse one as "Pulilan." Of late, there has been a large export of these hats

CALASIAO HAT

DOUBLE HAT

BAMBOO HAT

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intended for women's wear in response to the demand for them in Europe and America. Bamboo hats vary in color from almost white to a dark straw shade. In texture they vary from rather coarse and rough hats to beautiful creations of even weave and extremely fine texture. While hats of bamboo selling up to ₱300.00 have been reported, the usual prices of commercial hats range from 25 centavos to ₱25.00 each.

The buntal hat is a comparatively late arrival in the export field, but so great has been its popularity that the export trade in it has risen until it now bids fair to be more important than is the bamboo hat. Buntal fiber is extracted from the matured petiole of that most useful of palms, the buri palm. The hat is made almost entirely in the town of Lucban, Tayabas, and hence is known in the Philippines as the Lucban hat. In foreign countries it is known as the Bangkok hat, East Indian panama or Italian straw. The popularity which this hat has earned in the United States has undoubtedly come from the fact that it is so different in appearance from the Panama hat which has of late become rather common. Buntal hats are woven in the simple over and under weave which gives them a light appearance to the eye and makes a head covering very light in weight. Panamas are woven in a very close weave known in the Philippines as the sauale weave. Buntal hats are stiff, though light in weight, and keep their shape without the usual sizing which is given to most hats in the process of blocking or shaping them. In price these hats vary from about ₱1.00 to ₱50.00 and over.

Of late, buntal straw has been imported into Baliuag and there made into a closely woven hat called the buntal-sauale hat. On account of the close weave it is stronger than the regular Lucban hat and a better protection against the sun. A well woven buntal-sauale hat has a beautiful lustrous, velvety appearance.

The buri hat is made from the unopened leaf of the buri palm and is a very cheap hat exported in great numbers.

The problem of the export trade in Philippine hats is to increase production. The problem of domestic commerce is to determine which is the most suitable hat for wear in the Philippines. The most important of the domestic blocked hats is the buri hat mentioned above. It is very cheap, has a rather good white color such as is demanded by the Filipino trade, and enough body and stiffness so that it can be worn without blocking.

BOYS WASHING HATS

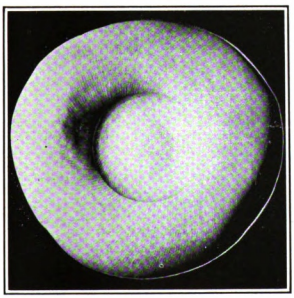
The pandan hat has all the qualities of the buri except that it is of a rather bad green color and is not easily bleached. The pandan hat is now exported in largest quantities from Luisiana in Laguna province and from Dao in Antique.

TYPICAL FAMILY OF HAT WEAVERS

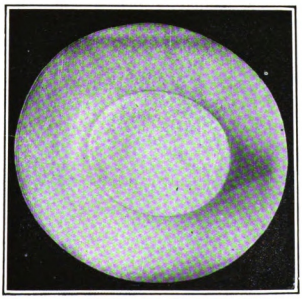
The buri, pandan and ticug hats are rough weaves intended for cheap trade. The most important hat for the better domestic trade has been the Calasiao hat. Calasiao material is, with buntal and buri, a product of the buri palm. It is obtained from the midrib of the unopened leaf. The hats are woven in the close weave and sometimes have an appearance similar to bamboo. They are usually made double. Being dusted with sulphur by the weavers they consequently often have that soft dull appearance which is characteristic of certain Panamas. The hat is well adapted to domestic trade because it is a fairly good protection against the sun, is somewhat stiffer and more durable than bamboo and, most of all, because it bleaches well without great damage to the texture of the straw and keeps its white color longer than any other hat woven in the Philippines. Consequently, while the demand for export has been nil, the local demand for the hat has kept the weavers of Calasiao busy in its fabrication. A very popular form of head covering in the Philippines is the native hat blocked over a stiff foundation in the form of a sailor straw. The Calasiao, on account of its toughness and good bleaching qualities is the most used for this purpose. In price, Calasiao hats are similar to the products of Baliuag.

Viewed from a strictly utilitarian standpoint, the sabutan hat is the best for wear in the tropics. This hat is woven in the close Panama weave of double straw and consequently has great body, strength and stiffness. It has better wearing qualities than any other hat produced in the Philippines, needs little sizing when it is shaped and offers almost as great protection against the sun as does a sun helmet. The color of well cured sabutan straw is a rather pleasing gray, but poorly prepared material may be green and occasionally hats are seen in which the color is not uniform. For those persons who insist upon a white hat, it is unfortunate that sabutan straw can not be bleached without great injury to its strength, so that it is impossible to prepare pure white straw which is strong enough for weaving. Those who have made a study of the subject, however, feel that the problem of bleaching sabutan may be sometime successfully solved. If strong bleached material is ultimately produced so that a beautiful white hat can be made, the possibilities of the sabutan hat industry seem unlimited.

With proper direction, encouragement and cooperation between teachers and merchants and among merchants themselves, these various Philippine hat industries should grow in proportions until they become the most important of that form of manufacturing in the Philippines known as household industries, bringing in thousands of pesos to the household workers and affording articles of large commercial importance to merchants.



BUNTAL HAT



BUNTAL-SAUALE HAT

SABUTAN HAT

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THE UNITED STATES ARMY IN THE PHILIPPINES

TROOPS are kept in the Philippines to fulfill the obligations imposed by the constitution upon the Federal government to protect all United States territory from invasion and from domestic violence.

When the protocol was signed at the close of the Spanish-American war the American troops were confined to the city of Manila. The shots fired at the San Juan Bridge, February 4, 1899, operated to release them from this confinement and they soon penetrated into the most remote parts of the islands. At one time there were more than 60,000 American troops in the archipelago. In his annual message of December 2, 1902, President Roosevelt said: "The triumph of our arms, above all the triumph of our laws and principles, has come sooner than we had any right to expect. Too much praise cannot be given to the army for what it has done in the Philippines both in warfare and from an administrative standpoint in preparing the way for civil government. The courage, the unflinching endurance, the soldierly efficiency, and the general kind-heartedness and humanity of our troops have been strikingly manifest. There now remain some fifteen thousand troops in the Islands." These numbers have not been materially altered since 1902.

Manila, the political and commercial capital of the Islands, is also the headquarters of the army. There is at all times sufficient government and commercial shipping in Manila Bay to send the entire Philippine garrison by sea to any threatened point.

Any doubts or misgivings that prospective investors may entertain in regard to the ability of the United States to protect the Philippines from foreign invasion should be removed by a little consideration of the kind of defense required for insular possessions and the ability of the United States to furnish such defense.

The side which has been victorious upon the sea in every great war has taken its opponent's insular possessions. For this reason Great Britain has always maintained a large navy, with only sufficient land forces in her insular possessions to protect the naval stations required for the service of her fleets in those possessions, and to protect the inhabitants from domestic violence. The case of India is different, of course, for here she has a land frontier in close proximity to the territory of a powerful European state. Despite much criticism to the contrary, Great Britain's military and naval policy in regard to her insular possessions is the correct policy for the United States to pursue for the protection of the Philippines and such is the policy adopted by the United States in regard to these islands.

Apparently there is nothing to prevent possible enemies from rushing superior forces into the Islands before they could be succored by the fleet. History, however, shows that such raiding operations are unnecessary if the side that makes them is successful on the sea; if unsuccessful they lead only to the loss of the troops engaged. The armies of France and Germany could not hold the Philippines against an enemy having a superior fleet and a small but effective army.

The troops in the Philippines are supported entirely by revenues raised in the United States, and in the other transmarine possessions.

Approximately one-fifth of the army is stationed in the Islands and the United States is easily the largest importer in the Philippines. The home country reserves no special privileges under the revenue laws and imports large quantities of dutiable building materials, food products, medicines, equipments, and other supplies from abroad and is, therefore, responsible for no small addition to the insular revenues. The United States is also the largest employer of personnel in the Islands and has the largest pay roll.

Major General J. Franklin Bell

Commanding the Philippines Division, United States Army.

The Philippines Division is the most important territorial command in the United States Army in time of peace. It is now commanded by Major General J. Franklin Bell. It is divided into the Departments of Luzon, the Visayas, and Mindanao.

The Department of Luzon, headquarters Manila, comprises Luzon, Mindoro, Masbate, Romblon, Palawan and many adjacent islands. Brigadier General Frederick Funston has been assigned to the command of this department. The Department of the Visayas, headquarters Iloilo, comprises Samar, Leyte, Bohol, Cebu, Negros, Panay and the adjacent islands. It is commanded by Brigadier General Daniel H. Brush. The Department of Mindanao, headquarters Zamboanga, includes the island of Mindanao and the Sulu archipelago. It is commanded by Brigadier General John J. Pershing who is also Governor of the Moro Province.

The troops are quartered in seventy-nine military posts and garrisoned towns. The posts of chief interest in the Department of Luzon are Fort William McKinley Camp Stotsenburg, Fort Mills on Corregidor, Camp McGrath, Fort Wint on Grande Island, Camp Gregg, Camp Wallace, Camp John Hay, Camp Eldridge, Camp Wilhelm, Regan Barracks, and Puerto Princesa.

Fort William McKinley, the largest garrisoned post either in the United States or in the insular possessions, is on high rolling ground six miles south-east of Manila with which it is connected by an excellent highway and by railroad, street railway and steamboat services. It consists of a number of parade grounds, each surrounded by barracks and quarters on the highest ground, built in 1903 and 1904, at a cost of $1,300,000. The post has an extensive system of well kept roads and walks, and an ample supply of artesian water which is neither boiled nor distilled for drinking purposes, a large concrete prison modeled after the insular prison in Manila, a new concrete hospital, and a commodious and attractive Y. M. C. A. building. The post is cheaply and easily supplied by water, and climatic and health conditions are excellent. The reservation contains over twelve square miles. The garrison, which consists of two infantry regiments, one cavalry regiment, one battalion of field artillery, one hospital company and one company of the signal corps, is maintained for the defense of Manila and as a reserve garrison for service anywhere in the Islands.

Camp Stotsenburg, the second largest post at present in the Islands, is in the province of Pampanga fifty-five miles by rail north of Manila on a branch of the Manila and Dagupan Railway. It is built in an open plain near the foothills of the Zambales mountains. The reservation, which contains about 236 square miles, is larger than any other military reservation either in the United States or in the insular possessions. It affords ideal facilities for the instruction of troops. The post is named after Colonel John M. Stotsenburg of the Nebraska volunteers who was killed in action near Malolos. The garrison consists of a regiment of cavalry and a battalion of field artillery.

It has long been recognized that whoever holds Corregidor and the other islands at the mouth of Manila Bay holds and controls Manila, and that whoever holds Manila holds and controls the Philippines. The United States has been engaged for some time in erecting works on these islands which will make them one of the strongest and most effective fortresses in the world. Ultimately Fort Mills on Corregidor will contain the largest United States garrison in the Philippines. Extensive concrete barracks and quarters are now building at Corregidor. The inhabited parts of the island are at various places varying from 100 to 500 feet above the sea. Health conditions are excellent, with no malaria and no prevailing diseases. There is a regular steamboat service between Corregidor and Manila.

Camp McGrath at Batangas is built on a hill 155 feet above the sea overlooking the town

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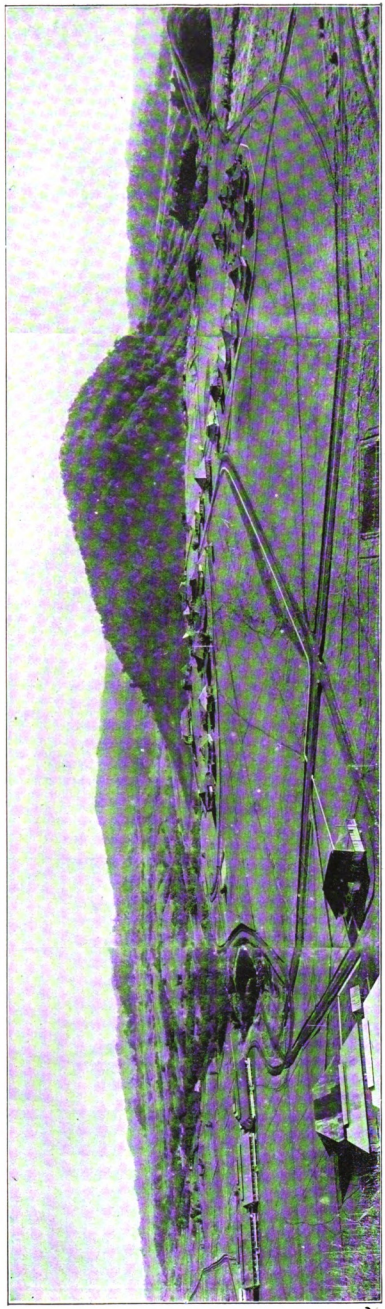
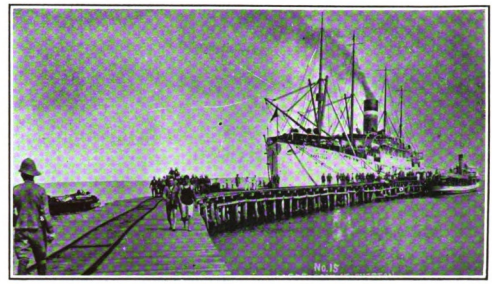
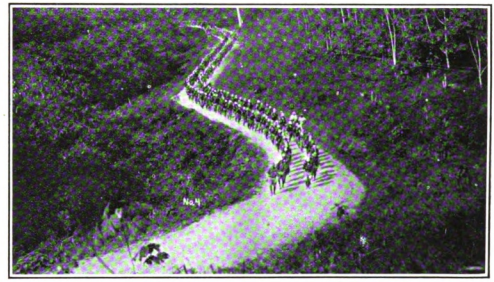


BIRD'S-EYE VIEW OF CAMP KEITHLEY WHICH LIES ON THE NORTH SHORE OF BEAUTIFUL LAKE LANAO IN NORTHERN MINDANAO. 2,200 FEET ABOVE SEA LEVEL

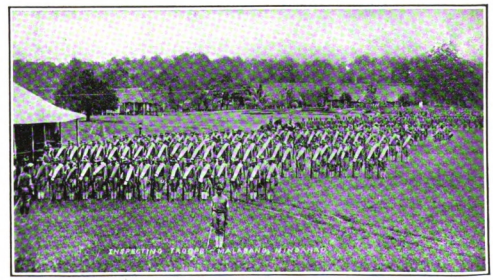
"Here's to the land which gave me birth,
Here's to the flag she flies."



AMERICAN TROOPS LANDING AT CAMP OVERTON ON THE NORTH COAST OF MINDANAO



ON THE KEITHLEY TRAIL, WHICH CONNECTS CAMP OVERTON WITH CAMP KEITHLEY



TROOP INSPECTION AT MALABANG, AN ATTRACTIVE POST ON THE SHORE OF ILLANA BAY, MINDANAO

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of Batangas and the sea to Mindoro. The surrounding country is rolling and cleared except for occasional clumps of trees. Temporary occupation during the insurrection led to the building of a post of semi-permanent construction on private land. The garrison consists of a regiment of cavalry.

Fort Wint is a small seacoast fortification on Grande Island at the mouth of Subic Bay thirty miles north of the mouth of Manila Bay. It is intended to protect the naval repair station at Olongapo from naval bombardment. Camps Wallace and Gregg are battalion posts in northern Luzon; the former on a small peninsula on the east shore of Lingayen Gulf; the latter at Bayumban on the Manila & Dagupan Railway twenty miles north of Lingayen Gulf on a series of hills which constitute the only elevated ground within a radius of many miles. Camp John Hay is a company post and sanitarium near Baguio, 4,800 feet above sea level, in the pine forest region of Benguet. Camp Eldridge is a battalion post and sanitarium at Los Baños in one of the most attractive localities in the Philippines. Camp Wilhelm at Lucena and Regan Barracks at Legaspi are battalion posts in the great copra and hemp districts of southern Luzon. Puerto Princesa, in the distant island of Palawan, is occupied by two companies of the 12th battalion of scouts.

The most important posts in the Department of the Visayas are Warwick Barracks and Camps Jossman, Downes, Connell, and Bumpus. All of these are battalion posts except Camp Jossman which is garrisoned by a regiment.

Warwick Barracks is an old Spanish cuartel in the city of Cebu. The land on which the bakery, the hospital, and the ice plant are situated have been awarded by the courts to the city of Cebu, and the post is undesirable for other reasons. The construction of a permanent post to replace Warwick Barracks is contemplated at the so-called Mabolo site about two miles north of the city.

Camp Jossman is four miles inland from Buena Vista, on Guimaras Island, Province of Iloilo. This island is twenty-three miles long and about ten miles wide.

Camp Connell is at Calbayog on the southeast coast of Samar. Camp Bumpus is at Tacloban in eastern Leyte and is built upon a small peninsula extending into San Juanico Strait. Tacloban is the only well sheltered harbor to be found either on the east coast of Leyte or the west coast of Samar, and is the natural base of supply for small posts in this region.

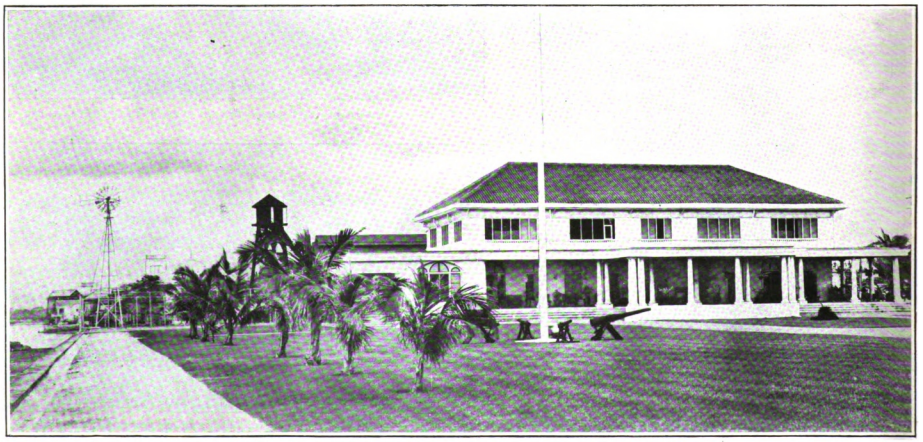
Major General Wm. P. Duvall, retired.
Preceded Major General J. Franklin Bell in command of Philippines Division, U. S. Army.

The conduct of the enlisted men since the American occupation, has been exemplary. American soldiers seeking the diversions of the city when off duty comport themselves in a manner that excites the respect and admiration of Americans, Filipinos, and foreigners alike.

Native troops, under various names, have been employed in the Philippines ever since the beginning of the American occupation. The Philippine Scouts as an organization came into existence July 1, 1901, under the act of February 2, of that year, which authorizes the enlistment of 12,000 native troops in the Philippine Islands. Advantage has been taken of this law to raise about 5,000 infantry. It lies within the discretion of the President to order, at any time, the enlistment of 7,000 more of these troops. The present force is organized into twelve battalions and four independent companies. The battalions are commanded by majors detailed for four years from captains of the line of the army. The scouts constitute a highly trained and efficient body of troops which would give an excellent account of itself in time of public danger.

This efficiency may be attributed to several causes: the companies are large enough to afford opportunities for proper training and exercise and to be of some account when brought into action; the company officers are men who have already been tried in the service and have made good; and the field officers are especially selected officers of whom it has been said that a more efficient body cannot be found in the entire service. Added to this the percentage of officers present with the companies is high, and the men, by frequent changes of station and a variety of service passed almost wholly among strange tribes and races, lose their local affiliations. Freedom from political and local influence is the distinguishing characteristic that gives peculiar

(Continued on page 91.)



THE RESIDENCE OF THE COMMANDING GENERAL OF THE PHILIPPINES DIVISION, MANILA

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The PHILIPPINE ISLANDS PHOTOGRAPHED

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TYPICAL
PHILIPPINE ISLANDS
COAST LINE

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COCOANUT RAFTS
ON THE
PAGSANJAN RIVER

A SIMPLE WAY OF
GETTING COCOANUTS
TO THE MARKET

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REMARKABLE

RICE CULTIVATION

IN

LAGUNA PROVINCE

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RICE TERRACES
OF BANAUE
MADE BY
IFUGAO IGOROTS

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BY THE STILL LAGOON

ACRES OF VELVET LAWN

SCENES IN THE BOTANIC GARDENS, MANILA

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DAPITAN ON THE NORTH COAST
OF MINDANAO

CULTIVATED
MOUNTAIN TOPS

MINDANAO
CATTLE RANGE

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MARIA CRISTINA

THE CASCADE OF ANTIPOLO

SALUNSUNUAN

ON BEAUTIFUL LAKE LANAO, MINDANAO

THE AGUS RIVER WHICH FLOWS OUT OF LAKE LANAO AND HAS
A DROP OF 2,200 FEET IN EIGHTEEN MILES

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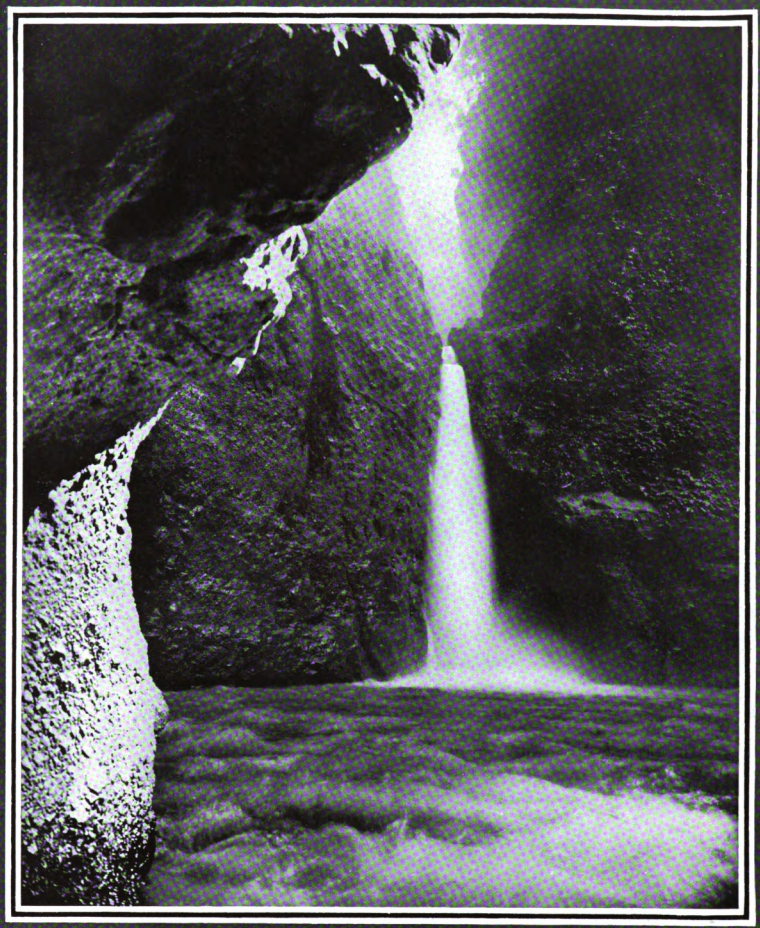

THE UPPER FALLS OF PAGSANJAN

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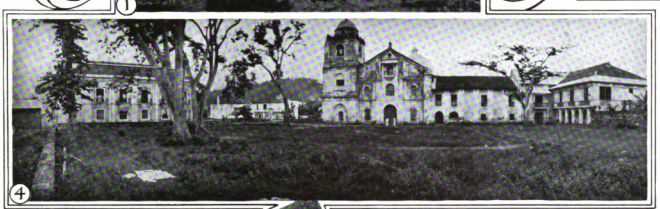

1. Jagged Rocks off Corregidor.
2. Rice Cultivation near Siquijor.
3. Residence Street in a Manila Suburb
4. Typical Country Church and Convent.
5. Pagsanjan Gorge, near Manila.
6. Lower Pagsanjan Falls, near Manila.
7. Postigo Gate, Walled City, Manila.
8. Monarch of a Philippine Forest.

ILLUSTRATING THE PICTURESQUE

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9. Town of Pagsanjan.
10. Taal Volcano in Eruption.
11. Life on a Tropical River.
12. Canal at Zamboanga, Moro Province.
13. Ancient Country Church.
14. Early Morning on a Country Road.
15. Miles of Cocoanut Palms along Pagsanjan River.

E. W. Boldt.

SQUE BEAUTY OF THE PHILIPPINES

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MOUNT MAYON

THE MOST
PERFECT VOLCANIC CONE
IN THE WORLD

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TAAL VOLCANO

AN ACTIVE CRATER
IN THE CENTER OF
A BEAUTIFUL LAKE

A SHORT AND
INTERESTING EXCURSION
FROM MANILA

BEFORE THE
RECENT GREAT
ERUPTION

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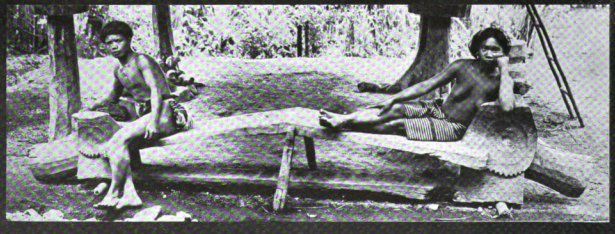
AN IFUGAO WOMAN WEAVING

TWO LITTLE MAIDS OF BENGUET

A BONTOC IGOROT BRIDEGROOM

THE JAR THAT CHEERS

A BONTOC IGOROT BRIDE



IFUGAO ARISTOCRATS

INTERESTING TYPES OF NON-CHRISTIAN FILIPINOS

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BOGOBO MUSICIANS

A LITTLE IFUGAO IN THE SHADOW OF HIS GOD

BONTOC IGOROTS IN HEAD-HUNT DANCE

A PRAO FULL OF LITTLE MOROS

A MANDAYAN WARRIOR

INTERESTING TYPES OF NON-CHRISTIAN FILIPINOS

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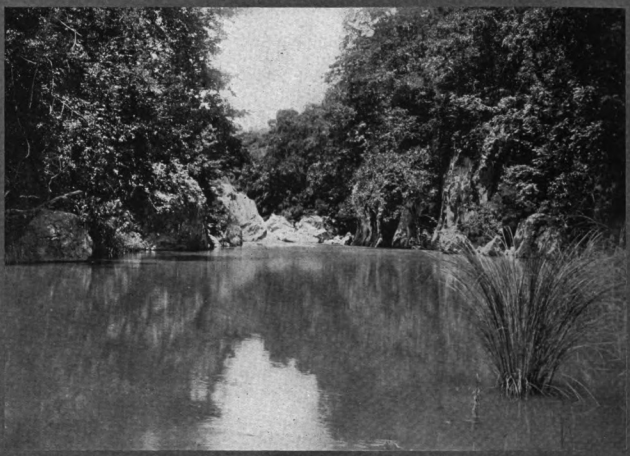
THE GATEWAY TO A TROPIC JUNGLE



SUNSET ON A FARMSTEAD IN BOTOCAN

IN THE COUNTRY

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A TYPICAL CORNER OF A VILLAGE STREET

IN THE SUBURBS OF CEBU

SKIRTING A PALM-LINED BEACH IN MINDANAO

COUNTRY HIGHWAYS AND BYWAYS

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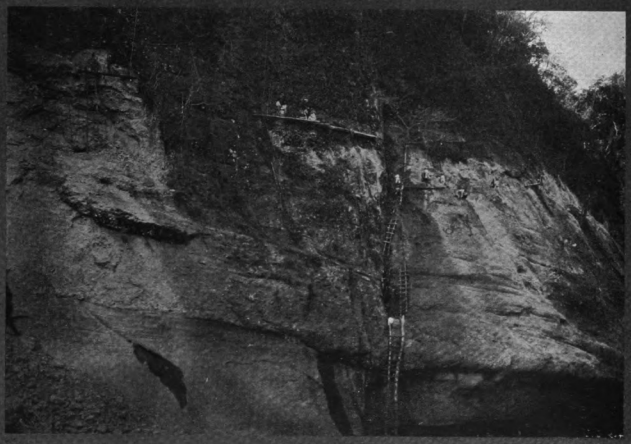
SUSPENSION BRIDGE ON THE BENGUET ROAD



THE BEGINNINGS OF THE BENGUET ROAD

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A PERFECT MOTOR ROAD THROUGH
A GLORIOUS COUNTRY

SCENES ON
THE BENGUET ROAD

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FAR-FAMED ZIGZAG OF THE BENGUET ROAD

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The Honorable Charles B. Elliott,

Philippine Commissioner

and

Secretary of Commerce and Police.

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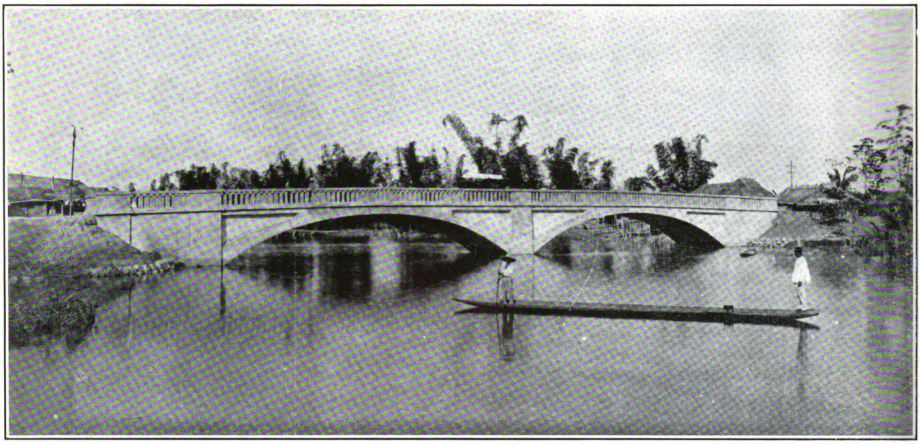
THE BUREAU OF PUBLIC WORKS

Good Roads, Permanent Bridges, Substantial Buildings, Irrigation, Water Works and Artesian Wells



TYPICAL REINFORCED CONCRETE TWO-SPAN ARCH BRIDGE; BUILT FOR THE PROVINCE OF PANGASINAN.

Of this durable material 941 bridges and culverts, aggregating nearly four miles in length, have been built under the supervision of the Bureau of Public Works. During the present year approximately ₱1,600,000 will be spent on concrete bridges and culverts.

THE Insular Government began to assume general oversight of public works in the 31 Christian provinces of the Philippine Islands with the creation of the Bureau of Engineering in 1903, and from this organization the present Bureau of Public Works has developed.

The Bureau of Public Works now has 110 technical and 1060 non-technical employes who supervise the maintenance of 1457 miles of road, push permanent road construction forward at 70 different points at a combined rate of 200 miles yearly, design and construct more than 300 bridges and culverts every year, operate continuously 36 well-boring rigs at as many different points and carry steadily toward development the vast irrigation projects of the government. The investigation and construction of municipal water-works outside the city of Manila and the general improvement of transportation facilities, by means of the distribution of carts and automobiles, for passenger and freight service, throughout the Islands, are also part of the duties of the bureau and it, conjointly with the Consulting Architect, supervises all important building construction. This bureau has also the responsibility for the conduct of insular public works in Baguio, the summer capital of the Islands situated in the non-Christian Mountain Province, together with the up-keep of the Benguet Road and the feeding and caring for the six or seven hundred Insular Government employes who are in Baguio during the three or four months hot season.

In 1904 the 30 technical employes of the Bureau of Engineering expended ₱150,000 while 6 years later their successors in the Bureau of Public Works expended upwards of ₱8,000,000. An important item in the expenditure of ₱8,000,000 on public works in these islands is a pay roll during the busy months of more than 20,000 laborers besides a large force of clerks, machinists, foremen, inspectors, surveymen and draftsmen.

Road Construction.—Surfaced road construction has been going on steadily for the past three years at a rate which frequently reaches 5 miles a week in the construction season. Prior to 1908 the lack of funds for road work prevented regular and continuous extension of the road system completed by the Spaniards, but this condition was remedied partly by the free gift from the Insular Government of several million pesos to those provinces which gave unconditional support and united efforts in securing proper maintenance, and partly through the increase in road and bridge revenue obtained by doubling in each province the cedula, or poll tax, the additional peso from each cedula and ten per cent of the internal revenue going to the provincial road and bridge fund.

The general improvement in roads has doubled the load on carts in many provinces and frequently more than doubled the speed of provincial traffic.

Road Maintenance.—Beginning in January 1908 each of the 31 provinces agreed to give the maintenance of existing roads and structures first consideration and to supply funds in the amount of at least ₱350 per kilometer per year. A small army of workmen known as camineros was organized and to-day on each of the 1550 kilometers making up the 961 miles under camenero maintenance will be found one or more men supplied with shovels, picks, rakes, and other necessary implements together with a supply of from 10 to 70 cubic yards of clean stone.

The capataz, or headman, of each division of road makes a daily inspection, the foremen and district or provincial engineers make bi-weekly and bi-monthly inspections and reports while the division engineers of the bureau make additional reports every 3 months.

The caminero system now covers 156 separate roads. On an additional 81 roads gangs are continuously held to maintenance work and trained gangs move from one to another of 60 roads.

Bridges.—In permanent steel and concrete work 977 separate structures amounting to nearly 5 miles of opening spans have been built since June 30, 1907. The condition of these structures is regularly reported by competent technical men and the provinces hold closely to their agreement with the Insular Government in providing funds for the care of the completed work.

Well Driving for Drinking Water.—Beginning in 1905 with one well-boring rig and completing 4 or 5 wells in a year, the Bureau of Public Works now operates 36 rigs and produces a well every working day. Up to June 30, 1910, 14 miles of hole had been drilled and 400 wells completed. The demand is even now far in excess of the capacity of the bureau's equipment, this being one of the most popular of the lines of public work. It is a matter of public record that a marked falling off in the death rate has frequently followed immediately upon securing an abundant supply of artesian well-water.

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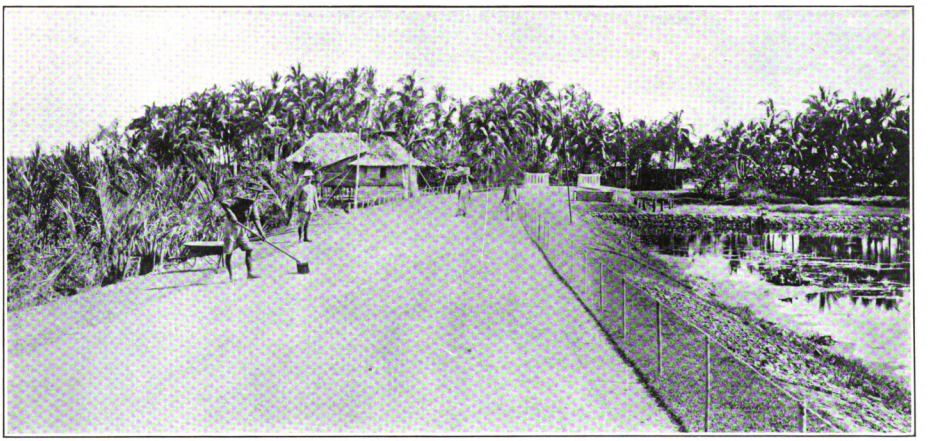
HAULING PALAY (UNTHRESHED RICE) TO MARKET.

Maximum load shown above over half a ton. Over the new first-class hard-surfaced roads two and three times the former loads are hauled, and the roads are passable throughout the year. No carts with tires less than 2-½ inches wide are allowed on these roads.



CAMINERO OR ROADMAN AT WORK.

All roads possessing substantial foundations and durable and continuous surfacing are designated FIRST-CLASS ROADS, and their perpetual maintenance has been guaranteed by all the provinces in consideration of the allotment of funds from the Insular Treasury for road and bridge work. First-Class Roads are divided into sections one kilometer long, each in charge of a caminero, whose sole duty is to keep his section of road in repair. The caminero's work is under a rigid inspection and prizes are distributed for excellence in particular sections. Under this system of continuous work and perpetual vigilance, deterioration of roads is very slight.

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FIRST-CLASS ROAD, LINGAYEN, PROVINCE OF PANGASINAN.

There are now 960 miles of First-Class or metaled roads in the Islands not including the City of Manila or the Moro Province. These roads are under a continuous system of maintenance. They are passable throughout the year. All bridges and culverts on First-Class Roads are of steel or reinforced concrete. In addition, there are 416 miles of Second-Class Roads under maintenance and passable throughout the year.

CONSTRUCTION OF A FIRST-CLASS ROAD.

Road construction in the 31 regular provinces now utilizes the services of 43 steam-rollers, 21 traction engines and 49 miles of tramway. Six additional steam-rollers have been ordered. Owing to lack of steam-rollers many gravel and coral roads are left for the traffic to compact.

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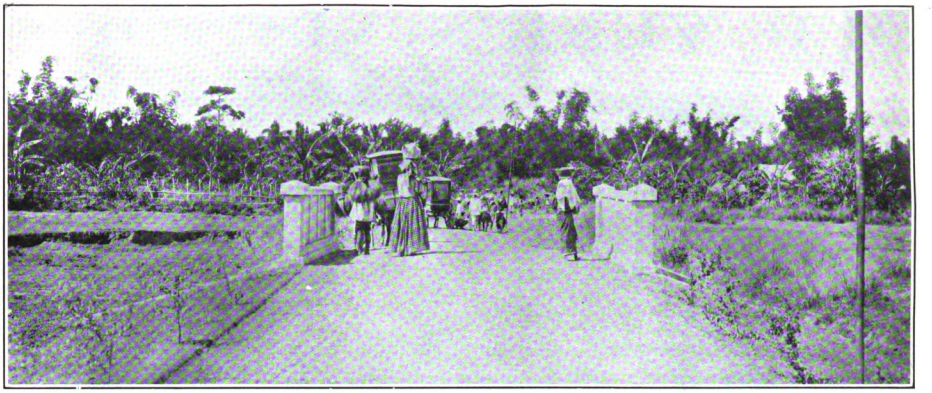
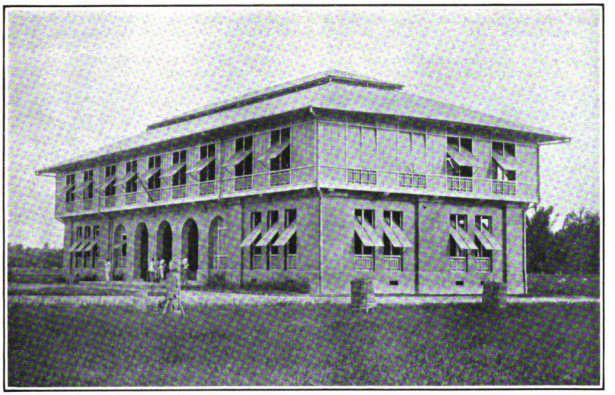


SECTION OF FIRST-CLASS ROAD SHOWING CONCRETE CULVERT AND SIDE SLOPES SODDED TO PREVENT EROSION

PROVINCIAL CAPITOL OF LAGUNA
Cost ₱100,000; built of reinforced concrete. Eight provinces now have concrete capitol buildings, constructed from designs prepared by the Consulting Architect, and similar construction is now being carried on in a ninth province.



SCHOOL BUILDING
Cost ₱45,000; constructed of reinforced concrete and native hard woods, for the Province of Pampanga.
During the past fiscal year the Bureau of Public Works supervised the construction of buildings costing ₱2,054,807.40.

Automobile Service.—There are many places in the Philippine Islands as yet untouched by railroad or steamship line which are in need of better long haul service for passengers and freight. The Bureau of Public Works is filling this need in small measure by means of automobiles. The service so maintained is that on the Benguet Road where, in addition to mail and freight, 8581 passengers were carried last year. The bureau plans to establish similar automobile service in other parts of the Islands during the coming year.

Machinery.—For road and bridge construction, frequently involving 400 active pieces of work, a great deal of modern machinery, such as engines and boilers, crushers, tramway, traction-engines, road-rollers, concrete-mixers and pile-drivers are required and the central and provincial governments have invested, during the last few years, about ₱500,000 in such auxiliaries.

Irrigation.—The Irrigation Division has under construction at San Miguel, Tarlac, a project covering 4,000 hectares. Investigations are completed and plans are in progress for a 1,400 hectare project in Ilocos Norte, a 25,000 hectare project in Pangasinan, a 2,500 hectare project in Bataan, a 200 hectare project in Rizal and four projects in Iloilo aggregating 27,800 hectares; a total of 60,900 hectares or, approximately, 150,000 acres.

In addition to this there are projects under investigation aggregating about 350,000 hectares.

The placing of water upon the land will increase the production from, approximately, 30 per cent in the least favorable localities to 120 per cent in the most favorable.

Surveys have been commenced which will eventually cover the entire central valley of Luzon and the plans contemplate the bringing of practically this entire area under irrigation. This area amounts to nearly 1,500,000 acres and when once completed and brought under cultivation in rice it is roughly estimated that the increase over present production would amount to over 40,000,000 pesos per annum. Active construction work on several of the above projects will commence during the present fiscal year at the beginning of which the funds available for irrigation work amounted to ₱2,250,000 in addition to a continuing annual appropriation of ₱750,000.

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OUR YEAR'S VISITORS

MEMBERS OF THE CLARKE PARTY IN THE BOTANIC GARDENS, MANILA

THE Philippine Islands are fast becoming known as one of the garden spots of the Far East. Until recently but few of the thousands of tourists who come to the Orient every year, lured by the charms of Japan, the mysteries of China and the round-the-world route by India, have taken advantage of the close proximity of Manila to their line of travel and in consequence there are many well-traveled men and women in America today who wish they had not been in quite such a hurry or had felt less indifferent to the possible attractions of America's farthest outpost. For verily the fame of the Islands is going abroad in the world and the day is coming soon when Manila will be found in the itinerary of every traveler to the Far East or round the world by India.

During the past year it has been Manila's privilege to entertain several parties of very interesting visitors who, giving as much in appreciation as they received in welcome, have been pleased to enroll themselves among the believers in a great Philippine future and among the friends of those who are working to make that future possible. The first of these visitors was the Clarke party, more than seven hundred strong, eastward bound around the world in the great ship Cleveland. They were landed in San Francisco and a similar party was taken on for the return voyage westward bound, and no sooner had we sped these on their way than preparation began for the great party of Pacific Coast Commercial Delegates organized by the Los Angeles *Examiner*.

The people of the Philippines want tourists to come to Manila and to stay long enough to see something of the rest of the Islands which stretch away on all sides filled with extraordinary material possibilities and clothed with scenic magnificence. It is because the people of the Philippines want visitors that visitors are treated so well when they come. All the entertainments that are joyfully provided; all the receptions, the excursions, the fêtes, the banquets and the much-talk are by way of genuine welcome on the part of the community as a whole; while the open homes and the thousand and one small hospitalities are merely individual expressions of the Philippine spirit. This spirit is not confined to American citizens of the Philippines by any means, as our year's visitors will testify, because there is a characteristic Filipino hospitality which must express itself whenever an opportunity offers.

There are many things to make a several days' stay in Manila profitable and interesting and after Manila is exhausted there is enough outside to fill every hour of at least a month with new and extraordinary impressions. But, unfortunately, we seldom have our visitors with us longer than a week and into that week must be crowded as much as possible. It is impossible to exhaust Manila so quickly and so short a time will not admit of excursions very far afield. But after a general "look-see" at the city with its medieval Intramuros, its ancient churches, its unique governmental institutions, its gay pleasure grounds, its luxurious clubs, its magnificent drives and beautiful homes, the host of the stranger within our gates suggests a trip to Baguio, "the Simla of the Philippines," lying one mile above sea level in the pine woods of Benguet where it is impossible not to forget, for the time being, that the Philippines are in the tropical zone. This trip is made in about eight hours by train and two hours by automobile over the widely celebrated Benguet Road which was literally chiseled out of a rocky canon, and climbs one mile in twenty three through the most glorious country conceivable. Everybody in Manila wants everybody who comes to Manila to go to Baguio but for those who cannot there are other trips which require less time and less exertion and repay the traveler fully as well.

One of these trips is to Pagsanjan Falls photographs of which will be found on other pages in this edition of the *Times*. This is a comfortable day's excursion from the capital and is the pride and delight of everybody who takes pride in things Philippine.

Then there is Taal Volcano, also a day's pleasant journey and worth at least a week of toilsome travel. It is rather noticeable that few of our visitors have much to say about the scenic grandeur of the country we have to show them. They exclaim enough about it while they are here, but when we get the press reports from the States we find everybody talking about the wonderful progress the country has made in an incredibly short space of time and the extraordinary material prosperity evident on every side.

The first Clarke party arrived in Manila on the 20th of March of last year. There were committees representing every state in the Union down at the dock to meet them and to give a personal touch to the reception. People from Indiana were welcomed by people from Indiana; people from Minnesota were welcomed by people from Minnesota, and as we have every state in the United States well represented in the population of Manila nobody missed getting a purely personal welcome. When the shouting had subsided a little and the bands had stopped blaring and an attempt at speech-making became possible, the Mayor of Manila, or the Alcalde as he is always called, the Hon. Felix M. Roxas, delivered the following address of welcome:

"Ladies and gentlemen: The residents of the City of Manila, being desirous of extending a welcome to you, have decided to give you an informal reception on the pier at which now lies the good ship which has brought you to our country.

"This is not foreign territory to you, because you find here the glorious American flag, which has been raised providentially over these islands for the benefit of the Filipino people.

"I have the honor to welcome you on behalf of the City of Manila, and to extend to you the freedom of the city, and, I believe I may add, the freedom of every home therein.

"During the short time that you will be with us two entertainments will be given in your honor, one by the American residents and the other by the Filipino citizens, in order that your visit may be as pleasant as possible during this brief pause in your journey around the world.

"Permit me to again extend to you the most cordial welcome to the City of Manila and to these islands."

After this our visitors began to say such pleasing and intelligent things about us as led to the organization of that most joyful thing in the world, a mutual admiration society. This experience was repeated, as nearly as possible with the second Clarke party later in the year and, still later, with the thoroughly delightful party of commercial representatives from the Pacific Coast who were sent out under the management of the Los Angeles *Examiner*.

Said Mr. F. H. Wellcome, a well-known banker of Minneapolis: "I expected to find

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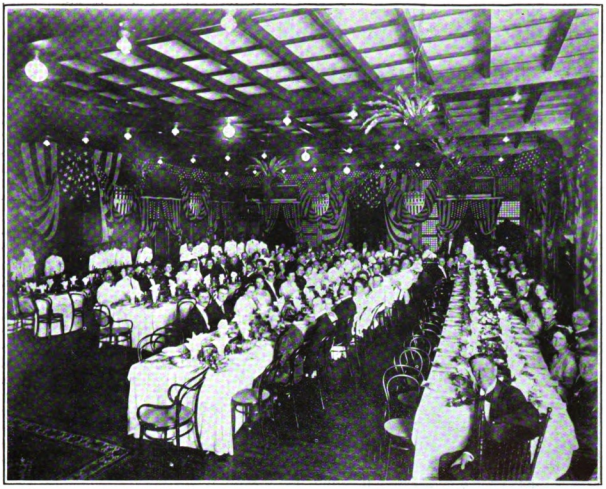


BANQUETING OUR VISITORS AT THE METROPOLE ROOF GARDEN

in Manila a city laid out more or less on the Chinese principle, with narrow streets and a general shut-inness from the outside world. But instead of that I find here a modern city with streets as broad and well-kept as those in most cities in the United States. I find beautiful parks and wide stretches of water whose cool breezes fan the city on two sides. To the least enthusiastic observer it is fully evident that more has been done in this country during the past ten years than has been accomplished in any other part of the world in the same length of time."

During the visit of the first Clarke party a special performance was given in the hippodrome of the Philippine Carnival a feature of which was the singing of 5,000 Filipino school children arranged to form a living American flag. In an interview with a TIMES representative Mr. Milton A. McRae, head of the Scripps-McRae syndicate of newspapers and former president of the American Press Association, said:

"Manila has surprised and pleased me more than any other city I have visited on this trip and the most surprising event of our stay here was the sound of those 5,000 children's voices raised in the national hymn.

"Aside from the children's work the most admirable thing I have seen in Manila is its police force. Never in any city have I found such uniformly courteous and intelligent men in charge of the public well-being. They know their city, their information can be depended upon and they are polite to the last degree. I have purposely interviewed ten different men to see if the first one I met was not an exception, but I have found them all to be men of excellent qualifications for police duty.

"I did not think the Filipino people would be quite what they are. I have found them most attractive and charming people, many degrees above my preconceived estimate of them.

"Manila has a great future. It is the gateway to the great Far East and so much has been accomplished here in the past decade that the most radical anti-imperialist could hardly help but be pleased with what America has done if he could but travel around the world and come to Manila ready for purely American impressions as we have come. The city of Manila with its wide, clean streets and its handsome buildings should be sufficient in itself to convince him of the necessity of aiding, rather than hindering the progress and prosperity of the Islands."

Mr. S. R. Burton, a business man of Cincinnati, visited the Philippines two years ago and was so pleased with his first trip that he decided, as most people do, to come again.

"And here I am," said Mr. Burton, "I couldn't stay away. Ever since I returned home from my last trip my thoughts have been turned, a good part of the time, toward the balmy days and the beautiful nights of this tropical clime; toward the enchanting scenery of these glorious islands. We have not had a finer reception anywhere on our entire trip. And I tell you when we saw Old Glory floating over the city, the boys in khaki standing on the wharf as we came in and heard the bands playing purely American music, we felt at once that we belonged, that we had come to our own. And I am voicing the sentiment of the entire party when I say that we did not expect such a welcome as we have had here. We didn't know that welcome could be carried to this extent."

When it is remembered that we have had nearly seventeen hundred of these distinguished visitors during the year the impossibility of satisfactorily full quotation will be recognized. It is not at all likely that everybody was pleased but those who were not very kindly pretended to be. Each person found something special to engage his interest and it is worthy of note that there is very little sameness in the comments which have come back to us through the press. Mr. John F. Elliott of New York, the original Singer Sewing Machine man, was pleased to find that even in parts of the Islands where only one garment is generally worn the people have learned the merits of the sewing machine. Mr. T. A. Snider of Cincinnati, the Snider of catsup fame, saw visions of great industrial development in the Islands and was particularly impressed by the orderly cleanliness and excellent routine in Manila's big cigar and cigarette factories.

Mr. W. E. Campbell, a prominent business man of Kansas City, was very much pleased with Manila's fine, clean streets and with the business-like management of the electric street railway system.

Mr. James R. Mellon, of Pittsburg, was delighted to find the Philippine government on such a firm footing, with so many industries going forward full of promise for a great future. Mr. Mellon was also pleased with the advancement made in sanitation and education. He said that nobody expected to find in Manila a health department and a public school system second to none in the United States for efficiency of personnel and excellence of equipment and organization. "I have always been interested in the Philippine Islands," said he, "and now I am going to be a 'booster.'"

Among the Pacific Coast Commercial delegates was the Hon. Isaac Taft Stoddard, a former governor of Arizona and a man of definite opinions. Mr. Stoddard says in part:

"It was at Manila that our party received its heartiest welcome and from there we came with the pleasantest recollections and with hearts swelling with pride and admiration of the achievements of our countrymen.

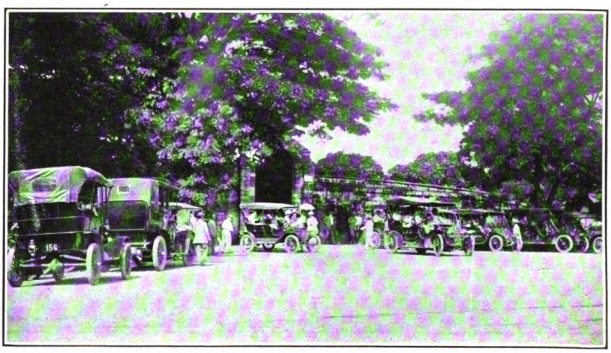
"We were simply astounded to find that so much has been accomplished there by way of reclamation. We were not prepared to see the clean, sanitary, modernized, bustling city that Manila is fast becoming.

"The great harbor of Manila bay is perhaps, the finest in the world and is being extensively fortified.

"A half dozen committees composed of high officials and leading business men looked after us from the moment of our arrival until that of our departure four days later and we were simply showered with kindness and loving attention by the entire population.

"A long-to-be-remembered feature of our stay in Manila was the music of the great Constabulary band, an organization of eighty-four pieces, which on several occasions gave us a real musical treat and played us both in and out of the archipelago.

"The importance of long continued control of the Philippines by the United States government—quite as important to the Filipinos as to us—cannot be doubted, and, without a visit there or careful study, but little appreciation can be had of the vast resources of the Islands and the almost unequalled opportunities they offer for profitable investment. Had we seen nothing but Manila alone, and met no one but the splendid men and women of that city, we should have been more than repaid for our journeyings of some seventeen thousand miles to and among the countries of the Orient."



OUR VISITORS "SIGHT-SEEING" AROUND MANILA

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BILIBID

The Most Remarkable Penal Institution in the World

By W. H. LEWIS

THERE are two walled cities of Manila. Entering one, by age-scarred bastions and turrets, you pass into the atmosphere of old days, into narrow populous streets, the cool glooms of great churches. The other, a sadder, smaller Intramuros, is Bilibid Prison.

Bilibid is the headquarters of the Bureau of Prisons, the focal point of the penal system of the Philippine Government, the largest prison under American control—nay, the largest prison in the world. But it is more than this. It is a penological experiment of extraordinary value, brilliantly justified of its methods by success. The story of Bilibid is the story of a missionary effort in the highest and best sense of the term, the record of a reformatory labor whose results are beyond telling. Good citizenship is civilization—and who shall set bounds to the social influence of such an object lesson as is provided in the shaping of one shiftless, sullen malefactor into a craftsman, a good man of his hands, fit and adapted to honorable tasks?

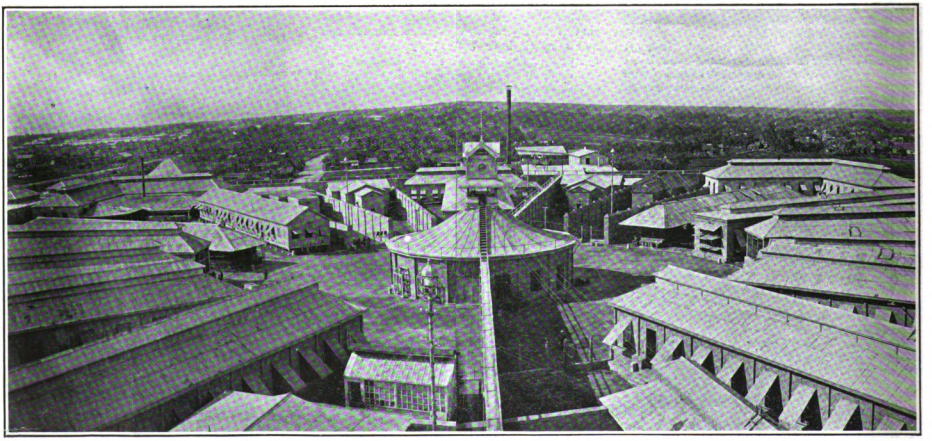
Pass through the gates that slide open as you approach, and see how it is done. If the hand of authority is raised for you, you may traverse the reception courtyard, mount a spiral staircase, and so, by a raised walk, come to the central tower where day and night an American guard keeps unwinking watch over the prison. You are, so to speak, at the hub of a wheel, from which like giant spokes radiate the buildings of Bilibid. The tyre of the wheel is the outer wall, on which are set twelve guard towers. You are looking down on a city in miniature, a little world of wrong-doers. Death and birth are there—a little Moro baby was born in Bilibid but a few weeks since—sickness and health, workshops, schools, courts, a hospital. There is room for everything among the population of 3000, save only idleness. There are no drones in the Bilibid hive.

Mr. M. L. STEWART
Director Bureau of Prisons.

The life of one prisoner is the life of all. He or she arrives from no matter where, for Bilibid takes toll of all the Philippines. First he is searched, next he all unwillingly takes a disinfecting bath, and assumes his uniform of horizontal stripes. Is his sentence for a longer term than five years, then he carries the broad stripe. The narrow bands of color mark the short-term convict. Then comes meticulously careful measurement under the Bertillon International System of Identification, he is photographed in profile and full face, registered, assigned to his section, and handed over for a time to the medical department. A week's quarantine serves to put him in as good physical condition as possible, and he is moved to the disciplinary department for a semi-military training.

This is but preparation for his absorption into the busy scheme of things. Work he must, but he is permitted to choose the branch of activity to which he will hang. Under a competent instructor he may learn a variety of trades, the full list of which is as long as Homer's catalogue of the ships.

He is told certain things which are good to hear, and every subsequent hour of his busy and useful life abundantly proves them. He finds that the officials of the prison have his interests at heart, and that day after routine day marks a step in the endeavor to prepare him for honorable life in the community after his release. He finds that in the shops he is treated as would be any workman in the manufacturing establishments of the world beyond his encompassing walls, and that when he passes from labor to refreshment his life is like that of the soldier in barracks. Corporal punishment is unknown, the lock-step is not even



BIRD'S-EYE VIEW WITHIN THE WALLS OF BILIBID

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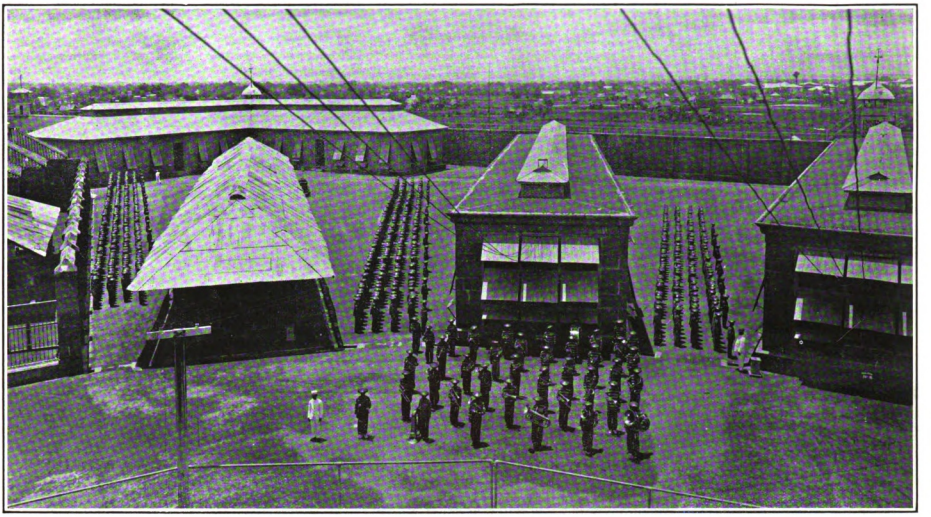
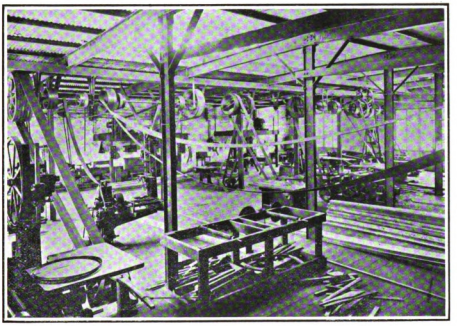
Daily Life in a Model Prison

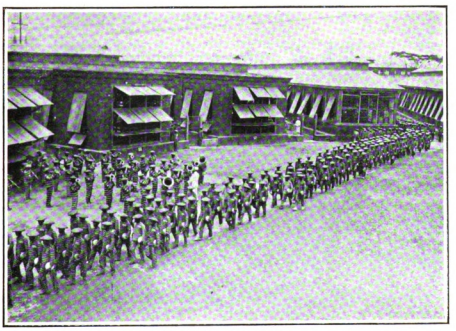


"AT ATTENTION" IN THE YARDS BEFORE THE EVENING EXERCISES



A PRISON WORKSHOP

LAUNDRY WORK UP-TO-DATE



MARCHING TO FOOD DISTRIBUTION

THE MAKERS OF ROPE

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a memory, and the dormitory system takes the place of cells. Bilibid Prison is the Spotless Town of the tropics, and he must be as clean as his surroundings. He waxes sturdy under this regimen of hard work and good food in regular hours and in a sanitary environment, but, what is equally important, his mind grows as his muscles harden. The school and the library help him here, as do Father Finegan, the Roman Catholic chaplain, and the Rev. George C. Bartter, who has spiritual charge of the Protestant prisoners. Each day after working hours the fine convict band gives a concert, and from time to time he is treated to stereopticon entertainments, lectures, and the like.

Let it not be forgotten, however, that he is a convict, and must go softly all his days. For good conduct there is reward, but after misbehavior comes punishment. The newly-arrived prisoner is drafted into the third and lowest conduct class, and only moves up to the second if, in the first six months of his incarceration, he has 80 per cent of marks to his credit. A further six months probation and 90 per cent of marks will push him into the first class and the enjoyment of certain privileges. He is under ceaseless but kindly supervision. His behavior is noted by every guard and employe in the prison in books provided for the purpose, which every evening are handed in to the office and annotated with reference to previous reports.

The wages of misdemeanor are not lightly given. Imagine a case of breach of prison rules and regulations, and then see with what careful justice the matter is considered. An investigating court, presided over by the Second Assistant Director, goes fully into the charge, giving the accused man the fullest opportunity to submit everything possible in his defense. Its findings and recommendations for punishment are entered in the books, which then go to the chief of the medical staff, who makes an examination of the prisoner with a view to discovering whether there is any reason why the suggested punishment should not be administered. Lastly the books go to the Director for final action.

The duties of the investigating court in this regard are by no means arduous. Listen to what an official will tell you. "At the time the American authorities first made the conduct classification," he says, "the third class held 80 per cent of the prisoners. At the present time over 90 per cent are in the first class, and of these a very large majority have a conduct rating of 100 per cent."

These are wonderful figures, but your wonder will pass when you have made a tour of Bilibid and have met the officials of the prison. First you will be struck by the fact that rigid order everywhere goes hand in hand with exquisite cleanliness. Under the all-discovering sun yards, shops and buildings are in a state to delight a Dutch housewife. There is no waste and no litter, for the day of the sloven and the sloth ended when the United States took over Bilibid. Next you will be impressed with the fact that of the 1100 prisoners at work in the shops there is not one but shows a cheerful absorption in his labor, a steady undeviating persistence which makes for accomplishment.

Everywhere it is the same—amid the whirring wheels of the machine shop and by the dozen furnaces of the blacksmith building, where a wise foresight, looking to a future for the released prisoner which can know no machinery, ordains that as much as possible of the work shall be done by his two skilled hands. The carriage and wagon department teaches this lesson of work, but goes deeper still. There is underlying a branch of its labor something which touches the one splendid principle which is at the root of American Government here—the desire to help the Filipino to help himself. This is the position. From the carriage shops of Bilibid come every year thousands of splendid wheels, which are sent broadcast through the Islands. These are offered to the tao as a payment in kind for work which he contracts to do on the public roads. The peasant builds a body on a pair of wheels of a quality otherwise hopelessly beyond his power of obtaining, and which are of such a breadth of tyre as to minimise the wear and tear of the road which he has helped to make. The day will come when the Islands will be gridironed with

Colonel L. A. DORRINGTON
Superintendent of Industrial Division, Bureau of Prisons.

splendid roads, in the building of which Bilibid will have borne an indirect but important part.

Through locked doors into the silversmiths' room you may go, and so to where the sewing machines clatter restlessly by the heaped piles of convict clothing. Further on carpenters, cabinetmakers, polishers and painters are busy with the out-turn of tables, chairs, desks and the like in nara and camagon, strands of bamboo and bejuco fly under the fingers of the chairmakers, you see hammocks in various stages of completeness, soap is in the making, hats for the inmates hang in orderly rows—all the manifold activities of this self-centered little world are in full blast. Then the steamy heat of the great laundry receives you, and you perspire among the mangles, the boiling vats, the drying cupboards, and the elaborate paraphernalia of cleanliness. Beyond again, the kitchen, where is prepared the splendid wheat bread, the cold storage beef, potatoes, onions, fresh and cured fish, rice and coffee which make up the prison menu. Remember that wherever you go in these shops of the industrial division the worker is a convict, outcast from an incensed community, clad in the broad or narrow stripe that is the mark of the malefactor. It is difficult always to bear this in mind. You have not advanced far in your tour when you fall into forgetfulness of the fact that you are inspecting a prison. The note of the place is quiet industry. Your surroundings give no hint of menace, no coldness as of a grim and inexorable justice unforgiving of foibles.

From the shops you come out into sunwashed and speckless open spaces, and you get the first hint of tragedy in a place where all else breathes of hope. You are moving among the spokes of the giant wheel—dormitories, or "brigades," schools where the convict is taught by his brother prisoner, bath-rooms where the uncleanly tao learns the first principles of what comes next to Godliness, and the four confinement yards. One of these last is "Execution Yard," and with a little catch in the breath you find it occupied. Four or five Filipinos stare listlessly at you through the closed gates. Some racial instinct keeps them huddled apart from the other condemned man, an American who, through hour after hour, to the tinkle of legirons, moves up and down the narrow strip of shade by the wall of the yard. In a moment of passion, taunted to a blind unreasoning anger which stayed at nothing, he shot three comrades. Sentenced "to be hanged by the neck until he is dead" he waits, in a dull apathetic quiet, the appeal decision of the Supreme Court at Washington. He has no certainty of escaping a violent death; he has no hope beyond a lifetime of restriction and confinement, and so through the long day he goes walking, shackled and unquiet. You carry a memory of him as a bitter aftertaste through all you are yet to see.

There are a thousand and one things to catch the eye wherever you go, little details which if insisted on would overload the picture, small matters in themselves, but in the sum total eloquent of the broad humanitarianism which governs Bilibid. They find their highest expression in the splendid hospital which has stood, since 1909, a monument of convict labor, nobly dedicated to the relief of suffering. Here, in the white and spacious wards, lit on three sides by great windows, lie the sick and the sorry, the diseased and the dying. You mount from floor to floor and come out at last on the roof where in the life-giving breezes of the upper air the tuberculosis patients are segregated. It is in this building that Dr. D. M. Molloy and his staff have set the efficiency standard so high, and it is here that Miss Little, the matron and chief nurse, does so fine a work among the women prisoners. Honor where those who find their best reward in success won at whatever cost of helpful care and vigilance.

This, then, in a rapid bird's-eye glance, is Bilibid, the walled city of workers, barracks of that legion of the lost ones who by their own efforts may be saved. It is astir before sunrise, for reveille sounds at half past five, and an hour later three thousand men are at their tasks, uncomplaining under discipline. At no time are there more than sixteen guards set over them. In six of the twelve guard towers on the wall stands an American, armed with Gatling gun, shot gun, and revolver. Alternating with these are the native guards, six in number, armed also, but without the Gatling from which a man may squirt death as through a hose. The central tower holds an American guard, carrying a loaded revolver, and with three rifles in a case at hand. From this point he has complete control of the lighting of the prison. It is possible at a second's notice to plunge into darkness any one or all of the buildings—in itself a power beyond measurement in the improbable event of a disturbance. There has been no convict outbreak since 1904, and there is small likelihood of a recurrence. Moreover, the guards are so placed that at no time can any prisoner come within reach of an arm. No man entering the yards is allowed under any circumstances to carry a weapon, if we except the walking sticks which are always borne by the American officials. High above the office buildings is the telephone tower, whence another guard may speak with any and every point on and within the walls, and may summon a sudden concentration of disciplined force against which nothing could stand.

For five hours from half past six the first working spell goes on, and dinner is served shortly before noon. Then comes a siesta of an hour and a half, and work sets in again at two in the afternoon, to last until at half past four comes the summons to "Retreat" from the central tower. This is the great moment of the day. Standing in your coign of vantage you may look

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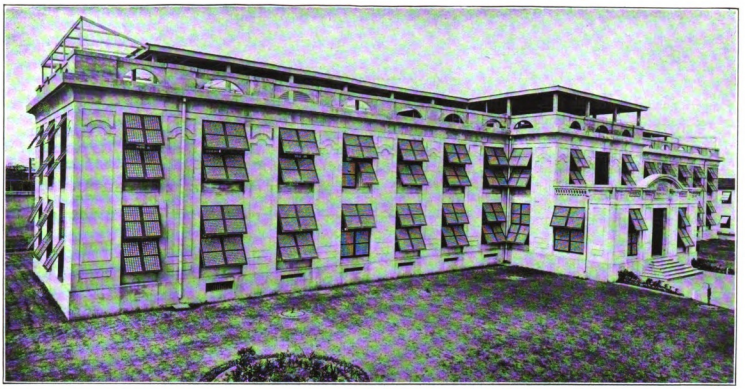

HOSPITAL BUILDING, ERECTED BY CONVICT LABOR

down on a spectacle so moving, so impressive, as to make instant and unfailing appeal to the emotions. The next half hour is crowded with impressions. At the call from the tower the quiet levels of the yards below spring into life. The band swings to its place, and a march crashes out to the accompaniment of the ordered tramp of moving men. Squads coalesce into sections, and these into solid columns which fill the triangular spaces between the buildings. There is a pause while the ranks are aligned, and, as the band breaks again into music, dinner pans are grounded with a clash and the whole body moves rhythmically through certain physical exercises. Now the simultaneous swaying and movement of a large body of men has a quality of effect all its own. One is stirred in a way not describable as these thousands of bodies stoop and recover and the open palms rise and fall in perfect unison. The lines stiffen again into solidity, leaving you attuned for what is to come. A sharp order, and each man removes his hat, brings it down with a quick movement to the right side, and up again across the body until it rests over the heart. Again a little pause, and then, very clear and bright and inspiring, "The Star Spangled Banner" fills the air as the flag above the telephone tower comes slowly down. You cannot analyse the sensations of the moment. You are conscious of a lump in the throat, and the flag is a blurred outline as you stand and watch its gradual descent. There is something in the salute of these thousands of men of another color and race, deprived of liberty for a hundred varying offenses, to the flag that stands for freedom that tugs sharply at the heartstrings.

There remains but one thing to end the ceremonial of the "Retreat" at Bilibid, and this will bring you into touch again with the machine-like efficiency which characterises every moment in the daily life of the prison. The flag has fallen, the anthem is done, and the band is blaring out a march by Sousa. The columns move out of their yards and take up positions in line until the outer circle of the buildings is

ONE OF THE HOSPITAL WARDS

girdled by blue-clad prisoners. Two by two the men move up to where the cooks are waiting by the great heaped vessels which hold the evening meal, and in less than seven minutes over three thousand convicts, carrying each his full dinner pail, have disappeared into the dormitories, the band is marching off, and the yards show empty to the steady watchfulness of the sentries.

Behind all fine work finely done you must look for the man or men, the brains that have dreamed and directed, the hands that have wrought actuality out of the stuff of which dreams are made. Bilibid was taken over by the Army in 1898, and in 1901 it passed under the Civil Government. Three years later Mr. M. L. Stewart went to it as Assistant under Director G. N. Wolfe, and put his hand to the shaping and finishing of the Industrial Division. In July, 1910, he became Director of Prisons, and, today, if he requires a monument he has but to look around him. His army of five thousand convicts are at Bilibid, at Corregidor, at that amazing colony Iwahig, and at Baguio, where without guard, prison-trained labor is beautifying the summer capital of the Philippines. He and his assistants, with the principle and the methods which they represent, have done and are doing a work which a man may take a noble pleasure in praising. The present Assistant Director, Colonel L. A. Dorrington, has been at Bilibid for two years. He is the head and front of the industrial department, and you find in him, equally with Mr. Stewart, a fresh enthusiasm, an alert efficiency, which is transmitted through all the grades of prison officials.

These, then, are the men who, in these surroundings, will make out of crime-stained material an industrious citizen, will pass the prisoner through an alembic wherein he suffers such a change as to fit him for place in a law-abiding community. Bilibid has its failures, of course, its shiftless ne'er-do-wells upon whom no kindly system and no human effort can make impression. Turn, however, from these to the known cases of those who have won back a place in society. There are hundreds of them, and each one is a triumphant vindication of the process to which he owes his reinstatement. The discharged man is told, and believes, that the advice and guidance of the prison manager

(Continued on page 99.)

THE PENAL COLONY AT IWAHIG SHOWING THE PLAZA AND THE BAND-STAND

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THE CITY AND PROVINCE OF CEBU

By J. M. SWITZER.

THE real prosperity and riches of the Philippines are yet rooted to, in, or beneath the soil. No one would think of Michigan as developed until her timber had been utilized, her fields cultivated, and her mines in operation. A sufficient number of merchants have come to these islands to handle the imports and exports. What is needed here is capital and men to develop the agriculture, mining and lumbering resources as yet practically untouched. We cannot too forcibly state the need in these islands of practical farmers, miners and lumbermen. Imagine the great state of Michigan, with her 58,000 square miles of unknown wealth, about the time of Andrew Jackson, and you have some idea as to the size, undeveloped riches, and condition of the territory tributary to the city of Cebu. Imagine Michigan with a fringe of about three to five miles around the outer edges under an antiquated system of cultivation, with the rest an untouched wilderness, inhabited by a few scattering Indians, and you have a picture of Mindanao and other territory adjacent to Cebu. Here are lands, forests, and mines for the taking and using. Here are soils with a climate where can be grown to the very greatest advantage hemp, sugar, coprax, tobacco, maguey, rubber, coffee, tree cotton, etc. Here are millions of acres of the finest rubber lands of the world, lands which will produce as fabulous profits as those of Brazil or the Straits Settlements. Here are lands which will outclass Hawaii for sugar, Puerto Rico for coffee, and Yucatan for fibres. Cebu produces a specially fine grade of tobacco, but not in large quantities. However, the soil and area is here for an enormous increase of output. We challenge the world for quality of our coprax. This article grows practically anywhere in this district, is a never failing crop, and is a product the demand for which is increasing yearly in the manufacture of fancy and high grade soaps, butter, etc. Exports increased 25 per cent during 1910, over 1909.

Cebu is, of course, most famous for her

IN CEBU'S BUSINESS SECTION

IN THE CEBU CITY PARK

SHOWING A WELL BUILT CITY

CALLE COLON, CEBU, THE OLDEST STREET IN THE PHILIPPINES

THE AMERICAN S. S. RUBI AT THE CEBU DOCK

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hemp. The district tributary to her is the real hemp centre of the Philippines. Cebú hemp marks are known throughout the world.

Any agriculturist reading this article, who is not satisfied with his present location, has a little money, a staunch heart, strong body, and some common sense, can make in this district for himself and family not only a living, but a very comfortable fortune.

It is in the agricultural line that the greatest development will take place in these islands during the next ten years. Now is the time to get lands for the taking or for a minimum price.

The largest and best deposits of coal in the Philippines are only twenty miles from Cebú. Everything necessary for the manufacture of high grade cement is available at the very door of this city.

CEBU BASEBALL TEAM WHICH HAS DISTINGUISHED ITSELF DURING THE YEAR IN INTERPROVINCIAL GAMES

Probably the richest and, by far, the most accessible and most easily worked gold mines of these islands are in Mindanao, a few hours from Cebú.

Next to agricultural products, probably the greatest resource in the Philippines is from the forests. Here are found some of the most costly hardwoods known. They have been famous in the Orient for centuries. Only recently a shipload of hardwoods went to China for use in the Emperor's palace. The most beautiful furniture in the world is made from some of these hardwoods. New York, London and Paris would pay fabulous prices for some of these logs. A few years ago 747 species of wood were brought to market during one year. How many more were not brought is not known. Probably no place in the world offers such opportunities for wealth from hardwoods as do the Philippines.

The insular government realizes there can be no prosperity in the Islands except as the agricultural, mining, and lumbering resources are developed. For this reason, it is devoting all available money to road and bridge building and the improvement of harbors. These new roads are opening up great districts heretofore inaccessible.

Twelve years in the Philippine Islands has convinced the Americans that, generally speaking, the climate here is as salubrious, if not more so, than that of our Gulf States. The Philippines climate is generally conceded to be the finest tropical climate in the world. Cebu's climate is drier than other parts of the archipelago, and, for that reason, is considered by its inhabitants the healthiest city of the Islands.

Owing to her central location, land-locked harbor, and modern wharves, Cebú is looked to as the port of export and distribution for a district comprising over 57,000 square miles. When it is remembered that the entire area of the Philippines is only 115,026 square miles, it will be seen why Cebú is easily the second city of the archipelago. Owing to the contour of the Philippine group of islands, Cebú is central to a far larger area of land than Manila or any other port. Even the east coast of Luzon, the island on which Manila is located, is 170 sailing miles nearer to Cebú than to Manila. Within a radius of 130 miles from Cebú there is a little less than one third of the total area of the Philippine Islands. Within that same radius there is a mere fraction less than one half the population of the whole group of islands.

UNLOADING HEMP AND COPRA FROM THE PROVINCES ON THE WHARF AT CEBU

This fertile district has in Cebú one of the safest and most up to date harbors in the world. Here cargoes are handled more cheaply than anywhere else in the Philippines. Huge warehouses are being built on the wharves for storing hemp, coprax and other products.

All except the northern part of this Cebú district is outside of the typhoon belt. The severest storm for the past fifteen years recently passed over the city of Cebú. The entire damage done to the city by the wind did not reach a thousand pesos.

Regardless of the fact that nine months of the fiscal year of 1910 came under the period of free trade with the United States, the total customs receipts show an increase of 47% in five years, while that of our nearest rival shows an increase of only 12%. Cebú's imports during the past five years have increased 60%.

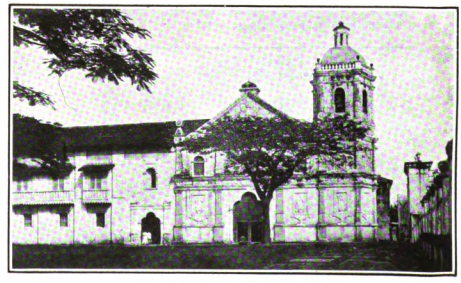
An extensive and modern system of water works will be finished within a year and a half. Street railways probably will be working at the same time. The finest automobile roads in the archipelago are running up and down the coast from Cebu and across the island. A beautiful and commodious high school and trades school building is now completed. The finest custom house in the Islands, and one of the finest in the Orient, will be completed in six months. Telephone and electric light systems have been working for several years. The already excellent wharf is to be extended shortly so as to accommodate the largest vessels afloat.

While officially the figures are not reported, it is known that the customs receipts for the past six months show an enormous increase of business over any other similar period.

Altogether, there is no brighter prospect anywhere than in the Cebú district. This is especially true in agriculture, mining and lumbering.

The Cebú Chamber of Commerce will gladly supply such information as any prospective visitor or investor may require.

THE CEBU HIGH SCHOOL



ONE OF CEBU'S ANCIENT CHURCHES

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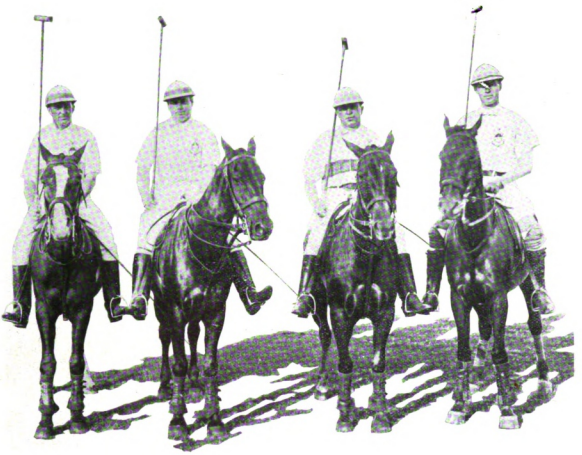
POLO IN THE PHILIPPINES

By P. G. McDONNELL.



CIVIL GOVERNMENT TEAM, MANILA POLO CLUB

H. E. the Governor General. *Dr. Richard P. Strong.* *Mr. G. A. O'Reilly.* *Mr. P. G. McDonnell.*

It is not generally known that Manila has a polo field the equal of any in the world and that Baguio, the summer capital, numbers among its numerous attractions a field, a little under the regulation size, but recognized as the fastest ground in the Orient. During the height of the summer season, when all the lowlands lie sweltering under the sun of the tropics, splendid games are played three afternoons a week in the cool mountains 5000 feet above the sea level. The climate of the Philippines is such that polo can be played all the year round, with the exception of a few rainy months.

Polo in the Philippines is a new game. It was not played here previous to the American occupation. In 1903 ard 1904, a few enthusiasts began knocking the ball about on the Bagumbayan field adjoining the Luneta, which had been used by the military as a camp for arriving and departing troops. The old Manila Racing and Athletic Association was formed and, through the active co-operation of General Henry T. Allen and Captain George Langhorne, the camp field and some of the temporary buildings thereon were assigned to this Club. The municipal government and the military authorities combined to assist the young organization and in a few months a very fair polo field was partly graded and sodded and baseball diamonds were laid off, together with a reservation for tennis courts.

With the exception of the cavalry mounts there were no horses in the Philippine Islands, therefore the first games of polo were played on native ponies. Each man provided himself with two or three of these sturdy, intelligent little animals and they picked up the game in some cases with more rapidity than the new players themselves. The polo squad was then very small in numbers and it was quite an achievement to get out three men on a side. Among the early players were General Allen, Captain Langhorne, Captain Hawkins, Captain Williams, Mr. Cecil Lyons, Dr. R. P. Strong, and "Tots" Humphrey, the son of the then Quartermaster General. After a few months, it was found that the native ponies could not stand the work, especially with the heavy riders, and several Chinese ponies were imported from Hongkong. These animals showed much more endurance, but they were heavy headed and stubborn.

In June, 1904, the present Governor-General, W. Cameron Forbes, arrived from the United States as Secretary of Commerce and Police and he brought two first class trained American ponies. Captain Clyde de V. Hunt imported two high bred animals of polo stock from the United States and the writer secured a good pony of the country-bred type which had played in India. Immediately the game became very fast in comparison with the play which had been had with the small ponies, and the army officers searched over their mounts to find suitable horses which could run with the new ponies. Secretary Forbes and General Allen proved a very strong pair and they infused a great amount of enthusiasm and popularity into the game. The number of players rapidly increased and a tournament was arranged in which four teams took part, including the 8th Cavalry, the "Manila Military," as it was called, and an "all army" team. A handsome cup was offered by the University Club, which was won by the Manila Athletic Association Civil Government team early in 1907, composed of Messrs. Forbes, Allen, Strong, and Mc Donnell. Since that time the game has been vastly improved by the development of fast team play and the importation of excellent polo stock from the United States and Australia.

Mr. Forbes was so interested in the success of his favorite sport and so imbued with the absolute necessity of healthful exercise as a means

PLAYERS IN THE HANDICAP TOURNAMENT, 1910.

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PLAYERS OF THE MANILA POLO CLUB, 1910.

of keeping in good condition for work in the tropics, that he began looking for a piece of property which could be developed into a first class polo club. This he found a short distance outside the city limits near the town of Pasay, and purchased with his private means. With characteristic energy and generosity, he caused a field of the regulation size to be laid out, subdrained with over one thousand meters of porous pipe, and sodded. He then erected stables, a commodious club house, two large plunge tanks of salt and fresh water, and other appurtenances, and with a few friends organized the Manila Polo Club. It is an ideal spot, occupying a long stretch of beautiful, level ground bordering on Manila Bay and the boulevard which is to connect Manila and Cavite. He has made arrangements by which the Club can purchase at any time within a stipulated period at the original cost of the ground.

The Manila Polo Club is one of the most popular organizations in the whole Orient. It is the center of social gatherings in the afternoons and one of the show places for tourists.

Nowhere in the tropics between the Pacific Coast and Europe is there a garden spot which so strongly recalls the well kept lawns and parks of the homeland. The entire field is level and true and covered with a thick carpet of springy Bermuda grass. There is no choice of sides, save for the influence of a chance wind strong enough to affect the flight of the balls. At each end of the ground, several rows of cocoanut palms have been set out to form arcade-like walks and to give a green background typical of the tropics. In the corners, groups of the formal, shade producing manga trees are growing. Along the sides, a fine hibiscus hedge lends a dash of welcome color and contrast to the deep green of the field.

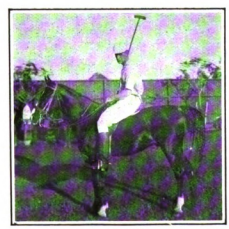
Military polo tournaments have been held at this Club and several regular tournaments in which the military competed have been played off with great success. Twice the Hongkong Polo Club has sent players to represent our friendly neighboring colony. From this center, and through the efforts of the Governor General and the Commanding General of the Division, a strong popular interest in polo has spread throughout the Islands, and there is hardly a cavalry post which has not a well organized team, and some of the other branches of the service also have good teams and excellent individual players. At the Manila tournament last July, thirty six players competed. General Duvall and other prominent officers believe that polo is one of the best schools of training for the mounted soldier and several regiments have succeeded in organizing very creditable teams among the enlisted men.

Successful tournaments were held during 1909 and 1910 at Camp Stotsenburg and Camp McGrath, in which the 1st, 12th, 13th and 14th regiments of Cavalry and the Manila players competed. The generals commanding the division have greatly assisted in popularizing polo in the army by arranging easy transportation for the players and their mounts. Since the 10th and 1st Cavalry regiments returned to the United States and told of the possibilities of the game in the Philippines, many officers have brought their private mounts, and the Quartermaster's Department has shipped in a large number of ponies suitable for polo, which have been assigned to the various regiments. The saddles and other equipment have also been supplied by the government, and many inducements are offered to army officers and enlisted men who desire to take up the game.

Captain William Mitchell.

Captain Robert C. Foy.

Lieutenant E. V. Armstrong.



Mr. Edward Bowditch.

Lieutenant I. P. Swift.

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THE PICTURESQUE AND PLACID PASIG

By MARY DOUGLAS

Squires and Bingham.

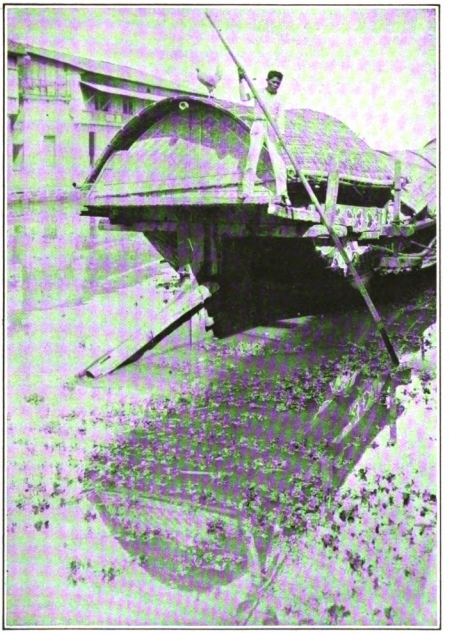
QUAINT NIPA VILLAGES LINE THE RIVER BANKS

THE ascent of the Pasig River is one continuous performance of exclamation points for the novice in tropical joys, and indeed I do not believe that even the oldest oldtimer ever grows to be quite indifferent to the charms of its changing panorama and the quaint variety of the life that is lived upon its banks. Anyhow the oldtimer never grows tired of showing the Pasig to the newcomer and he may be seen, almost any afternoon, lying comfortably back in a large wicker chair, on the polished deck of a steam launch, listening with unconcealed pleasure to the enthusiastic comments of visiting friends.

He is a queer sort of person, this old timer under the tropical sun. He has been in more places, seen more unusual people, lived more kinds of lives and learned better how to live than any other creature in the world and if he happens to be a friend of yours and asks you to go some Sunday afternoon for a launch ride up the Pasig river, with a trip back in the tropical moonlight, don't say you can't go because even if you have come to stay it will be an experience which you will remember long after every reach of the river has become an "old story" to you, and you yourself have settled down into being an "oldtimer."

He will have the launch waiting down near the mouth of the river where it broadens out to meet the waters of Manila Bay and the first thing to be pointed out will be old Fort Santiago which stands there in gray, green peacefulness, a chastened and denuded monument to methods of warfare long since passed into the storied days of old. You will not be told the story of old Fort Santiago because your attention will be so fully occupied with the living life about you that you will have no time to listen to the tale of its now unbristling ramparts, though it may move you to a moment's thoughtful consideration to be told that it is now the headquarters of the United States Army in the Philippines and that the Major General who occupies the long row of offices under the red-tiled roof has risen as high as an American army officer can rise in the service of his flag.

The scene between the banks of the Pasig river where it flows through the business section of Manila is positively extraordinary. It looks like the busiest spot on earth, but it really isn't; it is merely crowded. Veritable jams of cascos lie up against the left bank three and four deep looking as if they would never be able to extricate themselves from the tangle they are in, while over against the right bank loom large hulks of cargo vessels with their hundreds of slender masts silhouetted against the ancient grass grown walls of the old fortified city. To us who were born in Indiana or Montana or Massachusetts or any other place where life is commonplace and seemly the thought that comes uppermost is: "And the American flag flies over this!" It seems, indeed, incongruous. Cascos and bancas, cocoanuts and carabao, nipa huts bamboo groves and the odorous ylang-ylang may be words and phrases with which the American public is perfectly familiar, but with the realization of these things as American possessions nobody can be familiar who has not come out across the broad Pacific to take a look at them with American eyes.



Gilchrist.

LABORING UPSTREAM ON A CASCO WITH HIS FIGHTING COCK FOR COMPANY

Cascos and bancas; these are the life of the Pasig River. The casco is a huge, lumbering cargo craft lying close down in the water, with upcurving ends which are decorated in all kinds of what might be called "heathenish designs" in pink and yellow and green and sky-blue and salmon-colored paints. It is roofed over with straw mats after the manner of a "prairie schooner" and under one end of this covering, up in the bow (or the stern, as the case may be), lives the casco family. There are hardly ever less than three generations in a casco family which means an average of about thirteen children of assorted sizes and states of nudity. These families live through successive generations on their river homes, sharing their narrow quarters most unselfishly with the game chickens that they love.

The banca is as picturesque as the casco. It doesn't look as if it could possibly keep afloat, but it does, usually. It is a canoe of the simplest pattern, scooped out of a tree trunk with the crudest kind of implements. As a matter of fact the bolo does it, just as it does everything else in the hands of a Filipino; everything from slaughtering his enemies to building his house or felling a forest. The banca is ordinarily about two feet in width and anywhere from ten to thirty feet long. It is also covered in some instances with a little bamboo awning under which the passenger wriggles himself to a position of luxurious ease.

One of the most extraordinary sights on the river is a passenger banca crossing the deep and sometimes treacherous stream with as many people aboard as can be packed in

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Squires & Bingham. FT. SANTIAGO AND THE ANDA MONUMENT AT THE MOUTH OF THE PASIG

standing, the full length of the crazy little craft.

But we are long since out of the crowded confines of the lower river and are steaming up through the quieter reaches where lie things of a different sort of interest. We have passed Malacañan, the home of the Governor General and the erstwhile summer palace of the Spanish dons who once ruled where we now merely guide. This old Spanish mansion is perhaps the most beautiful home in the entire Orient. It lies at our left as we ascend the river, in the midst of a great garden full of luxuriant and extraordinary flowering things that are without names to the American newly arrived and as yet unlearned in tropical flora. It is flanked on either side by other mansions at once commodious and picturesque whose gardens terminate in little moss-covered water landings where gay steam launches may pull up for just such pleasure parties as your own.

But even here, in this most aristocratic of neighborhoods, all is not merely ornamental. It is said that American commercialism spoils everything that Americans touch, but American commercialism is not responsible for all the smoke stacks and unornamental factory walls which intrude themselves upon the beauty of the Pasig river panorama. Long before the Americans came to Manila, our friends the Spaniards had installed themselves upon the river banks in a brewery of enormous size which they, with splendid indifference to general effect, placed adjacent to the palace of the chief executive of the Islands. It isn't a pretty sight, but we soon pass it by and come to even less pleasing American perpetrations which fill the air with smoke and a fine assortment of odors. Of course, down in the business end of town the river is lined with warehouses, factories, markets, custom houses, and very material looking piers and landings, but up here among the palaces and palm trees one naturally resents the intrusion of the grim work-a-day world. However, it is all soon behind us and our little launch is steaming blithely along between green banks upon every mile of which are pictures to fill the heart of the artist or photographer with hopeless enthusiasm. The real tropical scene is not reproducible. All pictures of it lack the dream, the laziness, the languorous something that gets at the senses of the northern bred and makes helpless lotos eaters of live men. One may exhaust rhetoric on the subjects of majestic palm trees, frondy bamboo groves, enamel green rice fields, intoxicating perfumes, nipa-thatched houses, low dipping willows and tangled greenery of every possible kind; one may overwork all the adjectives, diminutive or picturesque in an attempt to portray the life of a quaint, primitive and unspoiled people, but there is always something which eludes the pen and hich wis absolutely essential to the picture.

Squires & Bingham. A CARABAO PARADISE

At the first big bend of the river above Manila we come to a town. They tell us it is Santa Ana. It is a dream of tropical luxuriance; a scene for a stage setting in an opera full of old world Latin love and intrigue. A gray old monastery lifts its moss grown walls against the eyes of the curious, but shows its red-tiled roof among the palms and riotous flowering vines which envelop it in cooling shade, while on around the bend of the slow slipping river are mansions, old Spanish mansions surrounded by alluring grills through which one gets glimpses of gardens full of nameless growing things, at the foot of each its water landing, green with wet mosses and gay with brightly painted boat house and overhanging palm tree. Then on a little further looms a grim old prison whose walls are crumbling away and whose barred windows are broken and bent, gaping wide in a helpless revelation of imagined and, once perhaps, too real horrors. Our host knows little about it except that it is an old Spanish prison which the American soldiers laid in ruins along with many other monuments to Spanish rule in the Philippines, but he will point out to you the fact that it is so situated that its prisoners could have been drowned like rats in a trap, or cast into the river without the slightest bit of difficulty, but as to whether or not such things ever happened is left entirely to your own imagination. In any case it looks a horrible old hole and conjures pictures of inquisitorial tortures which at least furnish fine thrills to the interested traveler.

The American troops have fought all along the Pasig River and there are stately ruins here and there to show how well they fought, but one cannot pause at all of them. We have already passed San Pedro Macati and we come now to Guadalupe where the hollow shell of what was once the most beautiful church in the Philippines stands in mute desolation in the midst of the smothering vegetation which has grown up around it since the day that American guns dislodged the band of insurrectos who were using it for barracks and a stronghold. A mile further up the river stands Fort McKinley, the largest post in the American Army, with its guns commanding the city of Manila and the whole country round about. These be piping times of peace, but after Guadalupe Fort McKinley is a wholesome and a reassuring sight.

The Pasig River is only twenty three miles long, but it has its source in a great lake called Laguna de Bay, or the lake of bays, which lies in the midst of encircling hills through the deep gorges of which flow the rivers which feed it. The banks of this lake are lined with quaint villages and attractive health resorts and it is with regret that we turn our launch around before we have explored them and start back down the river with the floating islands of "carabao lettuce" which are eternally slipping, slipping swiftly downward on the surface of the stream to be finally lost in the white-capped waters of Manila Bay.

Gilchrist MODERN COMMERCE CROWDING THE LOWER RIVER

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THE GREAT ERUPTION OF TAAL VOLCANO

FEBRUARY 1911

MOUNT TAAL, in the province of Batangas, forty-five miles due south from Manila, the most notable volcano on the island of Luzon, on January 27th and on the morning of the 30th broke into such fierce eruption as to set the whole country-side trembling, to destroy 1,700 lives, blot out barrios, crops and animals over uncounted acres of territory, and to write a terrible page in the history of the Philippine Islands.

Taal rises out of the center of the great lake of the same name, a forbidding mountain whose crater is a mile in diameter, 1,600 feet deep, and contains three lakes of brightly colored and boiling water. It has the distinction of being one of the two lowest volcanoes in the world, but in point of destructiveness it must now rank high on the list. For long it has been an objective point for curious tourists, for the ascent to the summit is easy and the crater is a sight of extraordinary interest. Thirty years ago there was an eruption which did some damage, but not since 1654 had the mountain blazed out with such appalling effect as this year, and the seismologists are of opinion that a long time will elapse before anything of so serious a nature is seen again.

January 27th was a Friday, and it brought the first eruption. The towns and barrios of the lake were shaken and the people were troubled by superstitious forebodings, but Saturday and Sunday passed with intermittent rumblings and the steady belching of blackness from the crater. Midnight had passed, and Monday morning was not an hour old when the first great quake shook even distant Manila into wakefulness. Then at half past one came the great explosion. The heart of the mountain volleyed out in fire, a huge pillar of smoke stabbed up into the night and broke and spread as a giant rose might open. The stem of it was alive with huge masses of fiery rock and torn by lightening flashes. This terrible blast leveled everything in its path. To the west side of the lake it brought annihilation. The towns and barrios that fringed the water, from Manalao on the south to Bugaan on the north, were obliterated and not a living soul escaped death, while on the island of Taal itself there were but two or three survivors.

If you will for a moment remember that the wind on the night of the eruption was blowing east while the mountain was like a giant cannon pointed to the west, you will very clearly understand what happened. The smoke and ashes of the awful discharge were carried to the east, where they did but little damage, but upon the west there fell a rain of mud which covered everything to a thickness of from one to three feet. The parties of succor who moved over this side of the lake found no sign that there had ever been villages or people there. The country was a thick, smooth sea of mud, humped here and there to show that underneath was buried a house, a human being, or an animal. Death came to this obliterated area sudden as a blow. When Manalao was examined by the burial corps they found the entire population laid out as though asleep, with their pillows under their heads.

Photo by G. O. Deitrich
DURING THE TAAL ERUPTION 964 EARTHQUAKE SHOCKS WERE RECORDED IN MANILA OF WHICH AT LEAST 40 WERE STRONGLY AND GENERALLY FELT

There was another terror in the great rush of water from the lake that was at first supposed to have been a tidal wave. The shock of the eruption acted upon the water much as would the throwing into a still pond of a stone, with an effect magnified beyond knowledge by the enormous pressure exerted. A mighty wave flowed out and back over the land, taking with it human beings and animals whose bodies, days after, rose to the surface and were recovered for burial.

Instant and painless death was more merciful than the suffering that came to the places on the edge of the ruined area where among those who escaped death a number were burned and wounded in a variety of ways. It was to the relief of these that the force of men who were at once sent into the field directed their efforts. Constabulary, burial corps, officials of the bureau of health, volunteers of all sorts and descriptions covered the ground, and were early confronted with the difficulty of finding anyone to give information. They moved everywhere through a deserted country, from which the inhabitants — wounded and well—had fled precipitately, and to which they timidly returned only after many days.

The workers at first visited the east side of the lake, and it was not until a reconnaissance had been made by boat that the awful extent of the disaster on the west was made known. The stricken area was accessible only by water, and every banca or boat on that side of the lake had been destroyed. There was only one launch on the lake and that was out of commission most of the time, but with great difficulty three more were dragged up the river, sixty men hauling on each boat.

Sympathy was universal and practical, for subscription lists were at once opened, and liberal funds were placed at the disposal of the Red Cross Society. Every nationality was represented on the long list of givers, and everywhere generosity gained an added value from its promptitude.

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Rubber Growing in the Philippines

By A. W. PRAUTCH

One of the greatest agricultural opportunities in the world today is the growing of rubber, and of all the countries in the so called rubber belt, none offers greater inducements to the capitalist, and to the man of small means as well, than the Philippine Islands. Fifty million acres of agricultural land of which the major portion is unoccupied and uncultivated is here awaiting the rubber planter. Much of this area cannot be surpassed for the growing of this most profitable of all forest products, and a few longheaded business men that saw the opportunity six years ago are now beginning to reap the advantage.

There is no hard and fast rubber belt as some experts claim, for it is conceded that almost the whole extent of the Philippines has climatic and soil conditions suitable for rubber. Trees grow in Manila with the same luxuriance that they show in Mindanao and the islands of the Sulu Sea. In fact, rubber is being grown in Singalong Experiment Station in Manila, and across Manila Bay in Bataan province is the Abucay Rubber Plantation where two-year old trees are now twenty feet high. In the Island of Basilan are the Basilan Rubber Plantation Company which is harvesting rubber and the San Rafael whose trees are making a record for growth.

From Manila to Basilan is 600 miles in a direct line and it is absolutely proven that all this area at least is rubber land since rubber is growing at its extremities. And the farmers of the region that lies between these limits are waking to the possibilities and making every effort to get rubber seeds for their lands as they have seen the progress that existing companies are making.

No product of the forest or field is so sure to hold its own as rubber. The demand has increased faster than the supply with no sign of a let up for this decade at least. The market for Philippine rubber is the United States where the last fiscal year recorded importations of $106,861,496, three times the 1908 imports and 60 per cent greater than those of 1909, in which year $64,710,370 was imported.

Rubber is not exclusively a rich man's game, for the poor man cannot find a better proposition for future income than this, and he can make a living off his land while his rubber is growing. Malaysia proves this for 40,000 small farmers are there listed as having from 10 to 1,000 trees each, and with the rubber tree as with the cow, the man with one makes profit as well as the man with the herd. There is no doubt that rubber is the best paying crop in the world today. For $75 to $150 an acre of land may be bought and brought to bearing, all expenses of the five years for ploughing, planting, weeding, clearing, and all incidentals will fall inside this estimate which covers conditions in the Philippines. From the fifth year on the profit from the trees will increase and $600 an acre is no unusual yield per annum.

Rubber in the Philippines is no longer an experiment, several of the existing companies are ready to tap, and one of them is exporting rubber. Some of those whose trees are ready for tapping refuse to stop their work of planting, saying that the trees they are planting now are more of an asset than the small amount of revenue that the present tapping would yield. They are working to supply a future demand rather than make a present profit.

The world's demand for rubber is constantly increasing. Until recent years rubber was obtained only from trees growing wild, but as the demand threatened to exceed the supply, rubber trees were planted in estates. This met with such remarkable success that within a very few years rubber planting has extended on a surprising scale throughout the tropics.

It is interesting to note that the world's supply of rubber for 1909 was about 70,000 tons, and of this, only six per cent was produced in plantations. It has been proven by experience that with all the capital invested and expenses connected with rubber plantations, it is cheaper to grow it than to collect wild rubber. In a mixed forest the number of rubber trees per acre is comparatively small, the collecting of wild rubber often necessitates long and expensive journeys of several weeks up the Amazon river; then there is no comparison between the facilities for curing and preparing rubber on a plantation and in the forest; all the facts and arguments show that the advantages are with plantation rubber.

The remarkable development of the automobile business during the past few years created a boom in rubber planting throughout the east. It has extended to the Philippine Islands. In Mindanao the Basilan Rubber Plantation Company has produced and exported crude rubber for two years. The San Rafael Plantation Company have 20,000 rubber trees, some of them large enough to tap, but they are so busy planting out another 100,000 seeds and seedlings that they are leaving the tapping for a time. Near Nueva Caceres in Ambos Camarines Province, Mr. R. Richmond has a Para Rubber plantation of 10,000 trees, three years old, that are doing fine. The Abucay Rubber Plantation Company near Abucay, Bataan Province, have 40,000 Para Rubber trees about a year old and they are making arrangements to plant 100,000 more from the nursery next year. The Lapac Plantation Company, on one of the southern islands near Jolo, has a hopeful growth of rubber trees nearly ready to tap. There are also others who are planting rubber.

Several of the above companies have begun to tap their trees, and the Basilan company are exporting rubber. This leaves no doubt but that the Philippine Islands are adapted to rubber growing and some day there will be a greater interest taken in supplying our share of the American demand.

The Philippine Islands have the climate and suitable public land for rubber available as homesteads or by purchase.

THE U. S. ARMY IN THE PHILIPPINES

(*Continued from page 52*)

strength to units of our regular army when called upon to execute the will of the federal government. Measures to secure this quality have been one of the fundamental requirements of correct military policy since the time when Hannibal's father stationed his Spanish troops in Africa and his African troops in Spain with this end in view.

While the scouts are not stationed in time of peace beyond the limits of the Philippines, they are available for duty wherever their services may be needed. They cannot be used as a posse comitatus. They are more easily maintained in remote and inaccessible stations than American troops, and, as a consequence, they are more widely scattered among small posts; but, as far as practicable, battalions are kept together for economical reasons and to promote discipline and efficiency.

The command of the Philippines Division has been successively held by Generals Merritt, Otis, MacArthur, Chaffee, Davis, Wade, Corbin, Wood, Weston and Duvall. Generals Merritt, Otis, and Corbin are dead; MacArthur, Chaffee, Davis, Wade, Weston and Duvall are retired from the service, and General Wood is Chief of Staff in Washington.

The service of General Duvall, who has just left the Division, upon his retirement, has ever been distinguished—as a company commander, as an instructor in the service schools, as an aide to President Cleveland, as a colonel of volunteers in the Philippines, twice as a member of the General Staff, and as a department commander. He was one of the original members of the General Staff when it was organized.

The new Division Commander, Major General J. Franklin Bell, comes to the Philippines after having completed, with distinction, a full term as Chief of Staff of the army. He bore a conspicuous part in the campaigns in these islands; he wears the congressional medal of honor; and is an energetic and successful commander and administrator.

THE PHILIPPINE GENERAL HOSPITAL

(*Continued from page 33*)

case records of scientific and statistical value of thousands of interesting cases and the unscientific and very unethical reports furnished.

The buildings now completed and containing 350 beds have been occupied since September 1910. The plan, during the six months the hospital has been opened, has shown itself to be not only ideally perfect for this climate but architecturally attractive and even beautiful. The Training Schools for Nurses, which have now 135 pupils, and the Public Free Dispensaries, can be easily enlarged to meet any future demands. The present administration and operating buildings will supply the needs of the 1500 bed hospital.

The government of the Philippines has made great strides toward the ideal arrangement of institutions of higher education and now has what Dr. H. S. Pritchett, President of the Carnegie Foundation, says is something in which large universities have failed to realize their responsibilities—the provision of proper hospitals under complete control, as far as patients are concerned, of the teaching authorities.

President Schurman, of Cornell University, says: "The greatest need of our first class medical schools today is the free and unhampered use of hospitals which they own or absolutely control on the medical and educational side.

The only way in which these schools can utilize hospitals is by appointing to their faculties men who are already members of hospital staffs.

"The most vital question in connection with medical education in the United States today is whether the great privately endowed hospitals will recognize the immense opportunity which now stands open to them for self improvement by offering positions on their staffs to the best physicians and surgeons in America."

The Philippine General Hospital, as the Secretary of the Interior points out in his general statement prefacing its book of rules and regulations, will fulfil four distinct needs:

1. It will offer to the general public exceptionally good hospital facilities.

2. It will assure to government employes a quality of attendance, seldom equaled, perhaps never excelled, under similar conditions.

3. Exceptional facilities to medical students for practical instruction.

4. The most important work of training young Filipino men and women as nurses can be carried out on a large scale.

One of the most important things that is to be done is to arrange a systematic search in the provinces for curable surgical cases, and bring them to the hospital to be cured. This will reach a very large number of sufferers because in this respect these Islands are unoperated territory, and it will result in the surgical clinics caring for several thousand major cases annually for many years. The future development of the work of Philippine scientific institutions will not only relieve an immense amount of avoidable human suffering, but, as Mr. Worcester says, will ultimately bring about the hygienic regeneration of the Philippines by their own people.

The faster the Filipino medical and scientific men develop the sooner will come the Filipinization of all medical and scientific institutions.

Note:—The correspondence plans, etc., consulted, have been deposited with the library of the Bureau of Science.

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THE MORO PROVINCE

A Vast Domain of Untold Wealth and Unequaled Possibilities

THE great island of Mindanao is perhaps the gem among all the islands in which the people of the United States are directly interested. In its 36,450 square miles of almost virgin territory lie untouched resources of almost every conceivable kind, and imagination pauses before the possibilities which crowd the path of progress in this outpost of modern empire. Verily, the world is young and beckoning Fortune still lures the venturesome westward.

The island of Mindanao forms the principle part of the Moro Province, a province which embraces vastly more territory than any other province in the Philippine Islands and reaches down through the beautiful Sulu archipelago into the sun-purpled haze of the Celebes sea where it terminates in the little island of Sitanki only a few hours' sail from the equator.

Moroland! How shall one even glance at its manifold interests and fascinations within the scope of a few printed columns? A little world, unique beneath the sun, embracing within its boundaries such variety as makes generalization impossible. Where should one begin? With the strange mixture of humans who people this strange land or with the "infinite variety" of the land itself? Description too often veils with verbosity the thing described. There is as much fascination of its kind in the stifling, mile long, yard wide avenues of twenty foot hemp which line the shores of Davao Gulf as there is in the peak-surrounded, shadow-dappled, white-capped waters of cold Lanao Lake. There is as much to pay the traveler for his journey in the beautiful capital city of Zamboanga with its time-scarred stronghold, its wide, green plazas, its avenues of giant palms, its clean, coral-surfaced streets and drives, its fine, modern buildings, its beautiful homes, its cosmopolitan population and its charming social life as there is in the ancient town of Jolo with its quaint monuments to Spanish valor, its brilliantly costumed and turbaned people, its picturesque orientalism, its pearl treasures and its musical comedy potentate, the Sultan of Sulu. There is as much to engage the attention of the business man in the, as yet, undirected demands of a teeming population as there is in the great cocoanut groves, the rubber plantations, the hemp fields, the rice farms and the unclaimed riches of a million vacant acres. Where should one begin?

That the Moro Province is the most interesting and, perhaps, the most valuable division of the Philippine archipelago can hardly be denied. Governmentally it is divided into five districts each with such distinctive characteristics as mark natural divisions of territory. Zamboanga is the capital of the province and is, at the same time, the capital of the district of Zamboanga which comprises all the territory of the Zamboanga peninsula. The other four districts are Sulu which includes the entire Sulu archipelago; Lanao which lies on the north coast and embraces the large territory around Lake Lanao; Cotabato which covers the huge area drained by the Rio Grande de Mindanao, the largest river in the Philippine Islands; and Davao which lies around the great Gulf of Davao and runs far back into the hills inhabited by the least civilized of all the wild tribes in the Philippines.

There wasn't anything particularly definite or well organized in the Spanish government of the Moro Province as it was found by the American troops when they landed in Zamboanga in 1899. Indeed there never had been for the reason that the Moro, "a poor benighted 'eathen, but a first class fightin' man," consistently and persistently followed out, through the centuries of Spanish rule, a fixed policy of resistence to the demands of law and order and was never brought to even a semblance of submission, although the annals of Spanish-Philippine history are mostly made up of records of hostilities with him.

When the American administration was established it was the object of the first division commanders of Mindanao—an object enthusiastically seconded by the Philippine Commission in Manila—to provide a government for the Moro Province which would impress the Moro mind, at one and the same time, with a realization of American strength and American disinterested friendliness and that this object has been attained to a point bordering on perfection is amply attested by such conditions of peace and prosperity among the Moro people as they have never before enjoyed. Many people are under the impression that the Moro Province is under strict military government, but this is far from true. The Commanding General of the Mindanao Division of the United States Army is the Civil Governor of the Moro Province. It is a dual government under a single head and as such is absolutely ideal for a country whose people have not yet accepted the usual form of government in such measure as to make the constant presence of an armed force unnecessary. General John J. Pershing as Governor of the Moro Province applies all the rules of civil government to the discharge of the duties of his office while General Pershing as Commander of the Department of Mindanao can order troops into the field whenever it is necessary without loss of time or the incurrence of such difficulties as are likely to arise from a proper observance of the regulations governing civil and military cooperation. The different districts of the province are under the direction of lieutenant-governors who are appointed by the provincial governor and are all military men in command of troops. The rest of the government is organized along purely civil lines and its personnel is made up of men drawn from civil walks of life.

Brigadier General John J. Pershing

Governor of the Moro Province and Commander of the Department of Mindanao, U. S. Army

The Moro Province is of first importance as a point of interest for the visitor to the Philippines. What is known in local phrase as "the southern trip" is really a trip to the picturesquely beautiful towns of Zamboanga and Jolo with stops at the big modern cities of Iloilo and Cebu. Zamboanga, the seat of the Moro Province government, is the largest city in Moroland and the most beautiful city in the Philippine Islands. It lies along the curving shore of a glorious, island-dotted bay which stretches away equatorward, a shimmering blue calm reflecting such a sky of white, cloud-lightened depth as only the tropics can know. It is the "Spotless Town" of the Philippines, kept spic and span by military rule and order. Its streets are perfectly paved and its broad, coral-surfaced roadways, running for miles into a hill-girt country, densely shaded with thousands of acres of age old cocoanut plantations, afford as fine motoring as any motor enthusiast could require. Its wide military plaza with band-stands, velvety turfed parade grounds, winding, graveled drives and quaint, crystal-clear and rustic bridge-spanned canal is the pride of the score of army officers who live in vine covered cottages fronting upon it from either side. Zamboanga is a city historically distinguished and the age mellowed monuments of its troublous days still stand to inspire the twentieth century visitor with interesting imaginings. To quote from a letter written in 1860 by the Jesuit Father José Fernando Crevas: "Zamboanga has not only been famous for the sieges it has endured and for the expeditions

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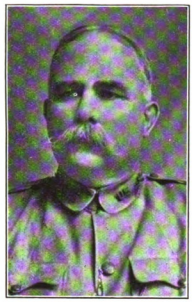
MEN OF THE MORO PROVINCE GOVERNMENT

Major E. I. HEIBERG,
Governor of the District of Cotabato.



Major J. P. FINLEY,
Governor of the District of Zamboanga

Lieut. W. O. REED,
Governor of the District of Sulu.

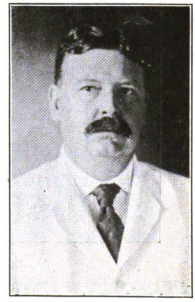
Major H. GILHEUSER,
Governor of the District of Davao.

HEADQUARTERS OF THE MORO PROVINCE GOVERNMENT IN ZAMBOANGA

Mr. F. L. WILSON,
Treasurer.

Capt. C. C. SMITH,
Governor of the District of Lanao.

Capt. J. T. NANCE,
Secretary.



Mr. CHAS. F. RICHMOND,
Auditor.

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In Zamboanga, the Beautiful Capital of the Moro Province

PALM SHADED WALKS

CRYSTAL CLEAR CANALS

CONSPICUOUS CLEANLINESS

A BUSINESS STREET

ILLUSTRATING THE HANDICRAFTS TAUGHT IN THE PUBLIC TRADE SCHOOLS OF ZAMBOANGA

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TYPICAL OF THOUSANDS OF ACRES OF HIGH, ROLLING TERRITORY AROUND LAKE LANAO IN NORTHERN MINDANAO, THIS IS KNOWN AS "WHITE MAN'S COUNTRY" BECAUSE OF ITS ELEVATION AND RESULTANT COOL AND DELIGHTFUL CLIMATE. AN IDEAL CATTLE RANGE

which it has sent all over the south Philippines, but there has given it much renown the many rivals who fought its existence, and the various alternations of splendor and decadence through which it passed. Founded on the 23rd of June, 1635, the fort was condemned to almost a ruin by the decree of evacuation signed May 6, 1662 when on account of fear of an invasion of Coseng, a Chinese pirate, tyrant of Formosa, Don Sabiniano Manrique de Lara ordered the concentration in Manila of the forces of the Spanish divided into the presidios of Zamboanga, Ternate, Iligan and Calamianes. But in 1666 the Company of Jesus made a petition through P. Luis de Pimentel to the Royal Council of the Indies for its reconstruction....Above the fort is sculptured in stone an image of Pilar before which are usually lights lit.. Beneath the image of the Virgin I could read the following inscription, the only one perhaps of any antiquity which exists in Mindanao: 'Ruling over Spain His Catholic Majesty D. Felipe V, Emperor of the New American World, and governing these Philippine Islands the very illustrious Sr. Mariscal de Campo D. Fernando Bustillos Bustamante y Rueda, Governor and Captain General, there was established and reconstructed this Royal Fort of Our Lady of Pilar of Zaragosa the—(date illegible)—of April, the year 1719." This ancient fort is now used as headquarters for the United States Army, Department of Mindanao.

It is a thirteen hours' sail south westward from Zamboanga to the city of Jolo and a more beautiful sail can hardly be imagined anywhere in the world. Throughout the United States, and the wide world over, the Inland Sea of Japan is noted for its scenic beauty. Comparisons of such a nature are hardly ever justified because of the distinctive differences which must exist, but one naturally compares the Sulu Archipelago with the Inland Sea of Japan and eventually concludes that it is far more beautiful. The inland seas of the Sulu islands are inland seas within tropic seas, coral lined and glinting with multicolored sun-rays reflecting the opalescent hues of extraordinary "marine gardens" which are plainly visible in the clear depths along the palm shaded shores of the numerous islands. Verily the Sulu Archipelago is worth a cruise for the sake of its great beauty and extreme novelty, but even there, in real south sea islands, where one would expect to encounter nothing more vigorous or strenuous than the swaying of a palm tree in a gentle breeze, the "Philippine spirit" has entered into the people and they are wont to wave aside the visible attractions of their environment and call the attention of the stranger to the fact that they are modern and prosperous and have at their command a thousand and one things to interest the man who is looking for golden opportunities. Lieutenant W. O. Reed, the district governor of Sulu, says:

"Jolo, the capital, is a picturesque little walled city of about ten thousand inhabitants composed of people representing every nationality found in the Orient. It has macadamized and paved streets and sidewalks, with beautiful parks, and gardens in which are many fountains of flowing water. Its water supply is sufficient for all emergencies, coming by force of gravity from a reservoir built in a mountain stream some distance from the town.

Jolo supports more than one hundred and fifty commercial and business houses, including some dozen importers and wholesale merchants.

During the last twelve months more than fifty new business houses have been erected in the town, and at present fully that many more are under construction.

In the point of population and industries, Jolo is the most important island in the district. The people of the interior are generally engaged in agriculture and stock raising. During the last fiscal year hemp to the value of nearly four

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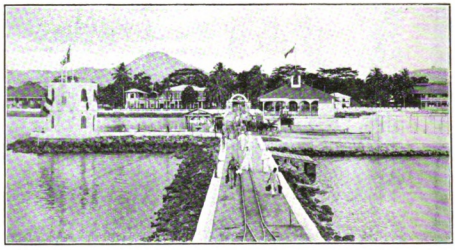
Here and There in the Moro Province

CAPTAIN HEARTT IN COMMAND OF MORO CONSTABULARY AT COTABATO, WITH A GROUP OF "HEADMEN"

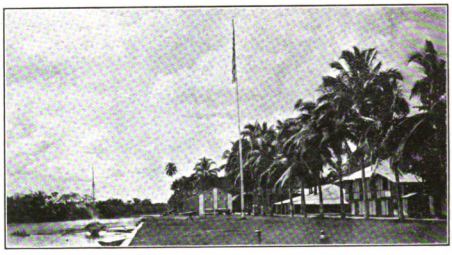
MAJ. HEIBERG AND A GROUP OF TRIBAL COURT JUSTICES AT COTABATO

THE CHINESE PIER IN JOLO



THE GATEWAY TO THE CITY OF JOLO

THE GREAT COTABATO VALLEY, THOUSANDS OF UNCLAIMED ACRES



RIVER LANDING AT THE TOWN OF COTABATO

CLEARING A WILDERNESS IN DAVAO

PIONEERS OF DAVAO, "WITH PISTOL AND PLOW"

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"Fighting Bob"

has thousands of admirers who have never seen him : : : : :

We don't ask you to accept a popular estimate of

FIGHTING BOB CIGARS

but we know a trial will convince you of their sterling qualities : :

ADMIRALS . . .	₱4.50 per box of	25
COMMANDERS .	3.30 „ „	25
LIEUT- COM'DRS.	2.65 „ „	25
ENSIGNS	2.15 „ „	25
CADETS	1.65 „ „	25

You can get them at any of the leading clubs and at the best cigar dealers' : : : :

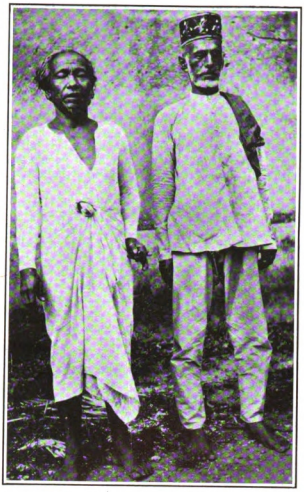
OR AT

THE OLSEN KIOSKOS

27 ESCOLTA & 170 ESCOLTA

W. E. Olsen & Co.

Wholesale & Retail Tobacconists



OLD DATU PIANG, THE "BOSS" OF COTABATO AND ONE OF HIS COUNCILLORS. PIANG IS AT THE LEFT OF THE PICTURE

hundred thousand pesos was raised on this island alone, besides a vast amount of copra and other agricultural products. However, it still has several thousand hectares of unoccupied, well watered and fertile land, suitable for stock raising, or for the cultivation of rubber, cocoanuts or sugar.

Next to Jolo in importance is the island of Tawi Tawi, with some three hundred square miles of fine hardwood timber, agricultural and grazing land. The resources of this island are practically untouched and only await the advent of the stockman, planter, or lumberman. An abundant amount of labor can be obtained. The latter is true throughout the Sulu archipelago. I know of no planter or business man in the entire district who cannot secure all the labor he desires.

DATU INCAL AND SOME OF HIS RETAINERS. THE DATU WEARS THE RIBBON AND MEDAL

Those Men Who Smoke Just any Old thing that is Labeled "Cigar"

need to be given an opportunity to learn that there are smokes and smokes

The chance to be sure that you are getting only the best brands at right prices

lies in confining your smoke purchases to

THE OLSEN KIOSKOS

WHERE ONLY FIRST QUALITY CIGARS AND CIGARETTES ARE SOLD

We are keen for new customers, and know how to take care of them. Ask the old ones.

W.E.OLSEN&CO.

KIOSKO RIZAL 27 Escolta.

KIOSKO HABANERO 170 Escolta.

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The manufacture of cigars is an exact science

The successful retailing of tobacco products is a matter of experience

JOSE RIZAL
CIGARS

are the utmost in smoke satisfaction—the final word in material and workmanship

They are sold by dealers who value a pleased customer and are ambitious for increased sales

The man who buys his first JOSE RIZAL will be found at the showcase the next day passing in his first "repeat"

W. E. OLSEN & CO.

KIOSKO RIZAL
27 Escolta

KIOSKO HABANERO
170 Escolta

While the opportunities presented in Tawi Tawi are probably in a way superior to others in the southern islands, many of the smaller groups and islands have their advantages. Among the Tonkil and Pangutarian groups can be found many beautiful sites for cocoanut plantations. The people of each are friendly and peaceful, and willing to work for pay.

Near the island of Laparan and the pearl banks to its west are most exceptional fishing stakes. At present they are unoccupied, but a little capital could, in the opinion of people entitled to know, make them yield a handsome income.

The most valuable pearl beds in the Islands are in the vicinity of Jolo. Through these same waters, and especially among the southern islands, snail and tortoise shells, and many other valuable varieties are found. More than twenty licensed boats, besides many smaller ones, are fishing out of Jolo. Shell to the value of nearly two hundred thousand pesos was exported from here during the past year.

Large sponge fisheries exist through the Siassi and Tawi Tawi islands.

Shark fins and sea slugs are industries of consequence, several thousand pesos worth being exported annually.

Sugar, coffee, cocao and tobacco are raised to some extent, and mangostines and almost all other tropical fruits grow in abundance.

Native cloth and highly decorative mats are woven in nearly all the islands.

Pottery is made at Kakingdan, Seminor and Dong Dong.

In a number of the islands, especially Jolo, healthy herds of horses, cattle and carabao exist. The people are being encouraged to improve and increase their herds, and of late they are taking much interest in this matter.

It may be of interest to note that as a whole the people through the archipelago are friendly, peaceful and industrious. Only once during the past year has it been necessary to display an armed force of troops in order to make arrests of violators of the law. The chiefs, and people in general, have shown a most loyal disposition to arrest and bring to justice all offenders, and to such an extent that there is not a single band of outlaws or hostile Moros in the Sulu district."

As much cannot be said perhaps for the great hemp district lying around the shores of the Gulf of Davao or for the valley of the Rio Grande de Mindanao, where hundreds of thousands of acres, adapted to the raising of the most valuable products in the world, await the first thrust of the plow of the pioneer. The same is not true of that extraordinary country in the north of the island of Mindanao where, 2,200 feet above sea level, in an atmosphere that sparkles with invigorating cold, lies the great lake of Lanao surrounded on three sides by a wide open stretch of country which rolls away grandly toward the sea, veined by a dozen clear, rushing rivers. Peace and the Moro are hard to reconcile. Peace and the savage tribes of the jungled hills have only just been introduced. But peace in the Moro Province has gained such headway under the administration of the "American idea" that positive and active friendship for American rule is rapidly taking the place of the hostility toward any authority whatsoever which has always distinguished the Moro. With the most elementary precautions life and property are safe to-day in any part of these islands and the time is not far distant when this will be true without precautions of any sort. We no longer have real military expeditions even against the Moro or the wild tribes. The rule is to establish in the minds of these people a firm respect for the law which punishes the guilty and protects the innocent. It is a new idea to most of them, but once they grasp its full meaning they seem to accept it with the utmost satisfaction, and to-day, in the Tribal Ward Courts of the Moro Province, are settled in a just and peaceful manner most of the disputes which, so short a time ago, were settled at the point of bolo and spear. This short and sketchy article with its illustrations does not pretend to be more than a passing glimpse of the Moro Province, but if it is sufficient to inspire the reader with interest in this great and curious land it will have served its purpose well.

Cocoanuts
AND
Rubber!

RUBBER and Cocoanuts! A vast field for investment is open in these islands for the exploitation of these two great products which have in recent years leaped to the fore in the markets of the world! Nowhere in all the world do cocoanuts thrive as here in the Philippines. Nowhere in all the world are such vast tracts of land available, ideal for their culture, and at such prices as now prevail here! Philippine coprax (the dried meat of the cocoanut) commands the highest price in the markets of the world. 30,000,000 trees now under cultivation! If you have the capital and the energy to develop two hundred acres of cocoanuts up to the eighth year, you can reside in New York, Paris or London on the proceeds all the rest of your days, and enjoy an income ample to meet all needs. Rubber matures even more rapidly. If you can finance the planting and cultivation for five years, a hundred acres will keep you in luxury the remainder of your days, the income increasing yearly as the trees attain full growth. I have for sale thousands of acres of choice land, suitable for cocoanut and rubber planting, at from ten to thirty dollars an acre, with absolute title.

Correspondence Invited. Why not communicate with me now! Get started with your plantation! Climate of the islands is ideal. Life in the tropics is charming!

GEORGE C. SELLNER,
Investment Broker and Land Agent
6 Escolta, Manila.

Cable Address: "Sellner."

P. O. Box 410 Phone 88

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Real Estate

AND

Investments

IN THE CITY OF

Manila

MANILA is to-day a city of 250,000 inhabitants. It is growing by leaps and bounds. Commercially it will in a few years be the greatest trade mart in the Far East. With the carrying out of the Burnham plans for the beautification of this "Pearl of the Orient" (as Manila is called), it will soon become the most beautiful city in the Orient, to which will flock thousands of tourists annually. Nothing can hinder her growth. Behind Manila lies a vast empire of rich land, hardly scratched. These islands will some day enjoy a foreign trade of $500,000,000, instead of the paltry $40,000,000 of to-day. Vast fortunes will be made in Manila real estate, which is to-day one of the safest investments in the tropics. Real estate investments in Manila are now netting from 14% to 18% on the capital. First mortgages bring from 8% to 12% per annum. The city has just finished a new water and sewer system at a cost of $4,000,000. Public buildings now under construction and planned for the near future involve the expenditure of nearly $10,000,000.

We need a sound loan and trust company. (None here now.) We need a few men with capital to build five hundred more modern homes for sale and rental. I want to develop two or three large tracts of land within one and two miles of the heart of the city, which offer magnificent returns in a few years. Are you interested? Write me at once.

GEORGE C. SELLNER,

Real Estate and Investment Broker

6 Escolta, Manila

Cable Address: "Sellner." P. O. Box 410 Phone 88

EDUCATION IN THE PHILIPPINES

(Continued from page 44.)

The purpose of the foregoing is merely to emphasize the point that the establishment of industrial instruction in the Philippines or anywhere else, is not a simple operation. Never before in history has a practical educational system been built up among a tropical people. The process must be one of evolution through constant experiment and adjustment. No ultimate results can be accomplished in a moment, or in a year, nor can the adequacy or inadequacy of a policy or a system be determined offhand.

The industrial work of the Philippine schools as at present organized falls into four general divisions, viz:—Minor Industries, Gardening and Field Agriculture, Trade and Manual Training work, and Housekeeping and Household Arts. No phase of our work has as yet been developed to a satisfactory stage. We have reached no final conclusions; we are still experimenting; but in the meantime we are pushing our instruction along the above lines with the utmost vigor, in the belief that the opportunity presented for future development is enormous. Other countries with educational systems long established on orthodox lines, encounter almost insurmountable difficulties in the reorganizing of those systems upon a practical basis. In the Philippines the organization is still in its formative period. The administration of the Bureau is hampered by no embarrassing precedents; it has reasonably ample funds with which to execute its plans; and best of all, it has in a most gratifying measure the moral support of both Americans and Filipinos in its attempt to build up here a system of instruction which will promote the industrial efficiency and material well-being of this population. Such another opportunity probably never existed anywhere. It is perhaps not going too far to venture the assertion at this time that, within two or three years from this date, no state or national government will have in practical operation a system of industrial instruction more consistent than that of the Philippines in its sequence through the various grades, or more closely adapted to the material conditions and requirements of the country.

BILIBID

(Continued from pege 83.)

are his at all times for the asking. Endeavor, seldom unsuccessful, is made to obtain him employment, and the doors swing open for a man who finds that his penalty is paid, and who may take up life anew.

And so we come to Iwahig, some description of which is a fitting climax to the story of Bilibid. The penal colony of Iwahig comprises 50 square miles of territory on the Island of Palawan, where the Bay of Puerto Princesa bites into the land. Only those who by good conduct have earned the privilege may go there, and it is a privilege eagerly sought, for here you see, at the quiet task of tilling the land, that curious anomaly, the free convict. When the penal colony was started twenty-five men were landed on the shores of the bay, and hewed for themselves a home out of the wilderness.

Today there are never less than five hundred colonists at Iwahig, a little republic of the colonists, governed by the colonists and for the colonists. Try and grasp the full meaning of the fact that the chief of Iwahig police is a life-sentence murderer! There are but four Americans in residence there, engaged in the work of teaching, and not a guard is to be found nearer than Puerto Princesa, which is seven miles away. The regulations are severe—they may well be, since they were made by the colonists themselves. On first arrival a man is brigaded, but an orderly and industrious life will win him a home of his own. For those adjudged worthy the Government will build a cabin, and, with a house in which to lodge them, a man may ask his family to join him. He is free of any restraint save of his own making; the way is open to him to become a man of consequence among his fellows; a good husband, a good father, and a good citizen. He has come through crime and punishment into his own again, and he owes it to Bilibid, the most remarkable penal organization in the world, one of the great and signal successes of the American occupation of the Philippine Islands.

Investment Opportunities In These Sun-Kissed Isles

NOWHERE in the world do there exist such splendid opportunities for the investment of capital, intelligently directed, as these islands now offer to all the world. Under the American Flag all capital is safe-guarded, whether invested by Americans or Europeans. The franchise for installing a Gas Plant in the city of Manila, was recently granted a German syndicate The largest industrial enterprise in the islands, capital £3,000,000, is financed by French capital. British and German merchants control most of our imports and exports.

The United States is importing each year nearly $600,000,000 worth of tropical and sub-tropical products. The Philippines can be made to produce every item on the list. The land is here. The labor is here. All that is lacking is energy, backed by capital.

Wonderful opportunities are offered in industries involving the growing of rice, hemp, sugar, tobacco, rubber, copra (cocoanuts), cacao, coffee and other tropical products.

I am in position to secure

LAND IN THE PHILIPPINES

on most advantageous terms.

GEORGE C. SELLNER,

Broker and Land Agent.

(12 years in the Islands)

6 Escolta, Manila.

P. O. Box 410. Phone 88. Cable address: "Sellner." Correspondence invited

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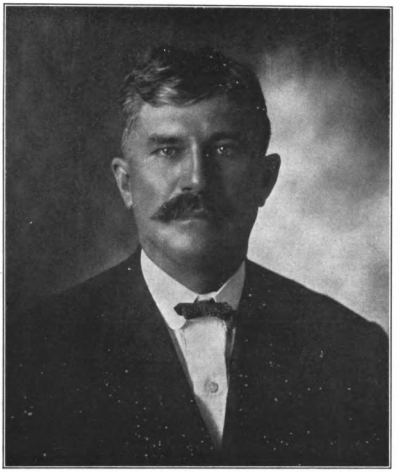
F. C. LYON

The Lumber King of Mindanao

THE residents of the Moro Province look with pride upon the marvelous development of the lumbering and saw-mill industry in the Province during the last few years.

The greatest visible wealth in the Province are its forests. There are vast forests of hardwoods of the most valuable kind and varieties of semi-hard and softwoods more easily worked that have an extensive market throughout the Far East. It has taken an immense amount of capital and an abundance of nerve to make this industry such a marked success.

Mr. F. C. Lyon of Lyon & Co., a pioneer lumberman, is one of the most successful sawmill men in the Province. He is manager and owns nearly the entire stock of that company.



Mr. F. C. LYON

Their mills are located in Isabela, Island of Basilan, 18 miles S. W. of Zamboanga. Besides their well stocked lumber yard at Isabela they have large yards at Zamboanga, Iloilo, Cebu and Manila.

Mr. Lyon started up his business in the fall of 1902 with a small mill of only ten thousand board feet capacity daily. Since that time he has entirely rebuilt the mills installing more and larger saws and the latest up to date machinery for planing, tongue and grooving, etc.

The mills have at present a capacity daily of sixty thousand board feet.

Mr. Lyon is a thoroughly practical mill man. He has personally conducted the mills since their start. Most of the time he has been his own engineer and filer and has sawn nearly every foot of lumber that the mills have produced. He is a man of powerful frame, iron constitution and indomitable will. It has taken patience and untiring effort to accomplish the great work that Mr. Lyon has. Patience and earnest effort have made him the Lumber King of the Moro Province, and today, from the experience of those long, hard years, Mr. Lyon is better versed than anyone in the Philippines upon the subject of saw-milling in the Tropics.

Messrs. Lyon & Co. received from the Government a generous concession of land on the Island of Basilan, to which their efforts have been thus far confined. Under the existing conditions, only such timber as is found upon land sloping toward the sea or a deep river can be taken out. Not in any case has timber been cut more than five miles back from the coast-line. The timber is taken out for the most part by Filipinos, under contract. They are paid by the cubic foot for logs delivered at the mill. The logging is all done by the means of carabaos. When a tree is felled, the butt is sharpened and it is hauled by carabaos to the nearest water. The hard wood is all too heavy to float, so that it must be buoyed up with lighter logs. The rafts thus made are floated down to the sea, where they are held for a suitable tide and taken down to the mill.

Mr. Lyon is in the lumber and milling business to stay. He has worked hard and justly deserves the rich rewards he has attained.

Mr. Lyon will be pleased to correspond with all who are interested in the milling or lumber business. His knowledge gained by long experience in the Tropics will be freely given to those who may ask.

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R. M. DENISON of Zamboanga

Builder, Artist and Business Man

BESIDES the finest Provincial Building, Ice and Cold Storage Plant, Military Post, Prison and streets of any city in the Philippine Provinces, Zamboanga can boast of the finest theatre building.

The new theatre was completed the first part of this year and has done a flourishing business since. Its walls are of concrete blocks and all woodwork is of hardwoods from the forests of the Moro Province. The company has its own electric plant and gas lighting system. The floor is 55 by 150 feet square, ample, large enough for roller skating and dancing. The theater is also equipped with a cinematograph outfit. The chairs are undoubtedly the most comfortable of any theatre in the Orient; 1500 Malacca chairs manufactured by the Harris-Keeney Company of Hongkong on the lines of comfort and sanitary cleanliness.

Mr. R. M. DENISON
Pioneer Merchant of Moro Province.

Mr. R. M. Denison, one of the oldest residing American citizens, started the Zamboanga Theater Company, and has piloted it through to a successful issue. He is manager for the company, and the largest stockholder.

Mr. Denison came to Zamboanga in 1899 with the good old 23rd Infantry. On being discharged from the army he decided to stay and try his luck in the Islands. He has stuck to Zamboanga and judging by his obvious success Zamboanga has stuck to him.

In 1900 Mr. Denison was recommended by General W. A. Kobbe for a life saving medal of honor which was awarded him by the Secretary of the Treasury later on. He was also awarded a certificate of merit by President Roosevelt for distinguished service.

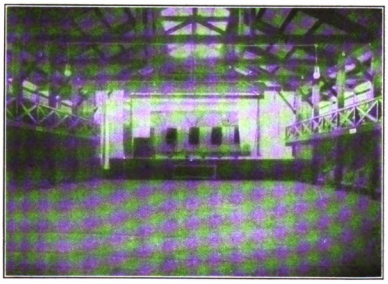
Mr. Denison is an artist of no mean merit. Besides decorative work done he has painted portraits of such famous men as Generals Leonard Wood, Tasker H. Bliss and Philip Reade. His exhibition at the last Provincial Exposition was awarded first prize. At present he is using this natural talent in decorating the new theater and painting the necessary scenery.

Against bitter opposition and competition Mr. Denison has fought a manly commercial battle since starting his several enterprises and through fair treatment and honest dealing has won many friends. He is one of the strongest "boosters" in the Province and is always ready to help, morally or financially, to the utmost, any undertaking that will further the interests of the people of the Moro Province.

A year ago he started the Art Curio Store which has grown since to be one of the finest stores in the provinces.

The Palace Café, of which Mr. Denison is proprietor, is one of the finest in the Islands and does a steady business throughout the year. The decorations of the Café are all from the brush of Mr. Denison.

Success is bound to follow in the footsteps of a man of Mr. Denison's energetic and determined character.



INTERIOR OF ZAMBOANGA THEATER
R. M. DENISON, PROPRIETOR

THE PALACE CAFE, ZAMBOANGA
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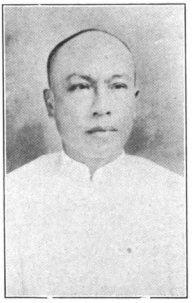

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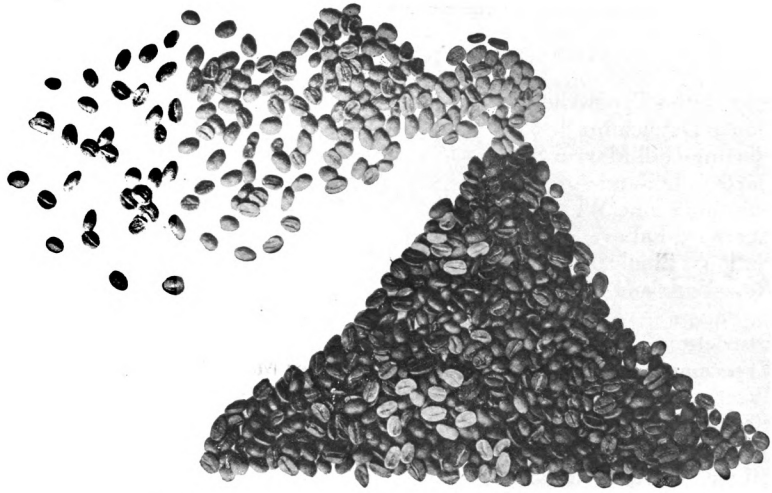

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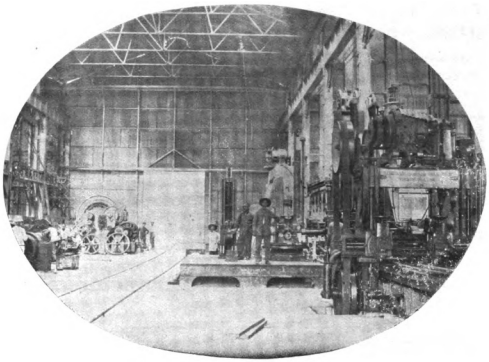

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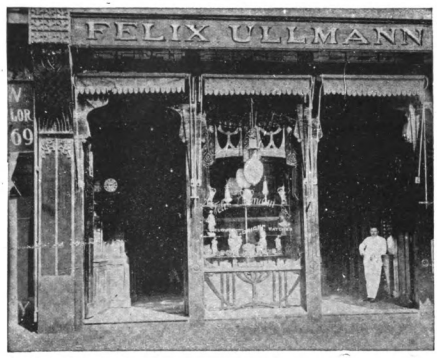

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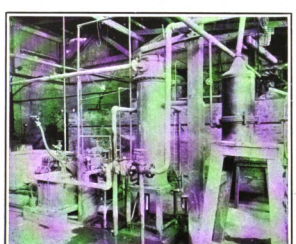

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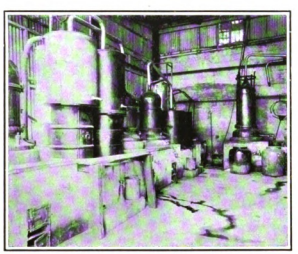

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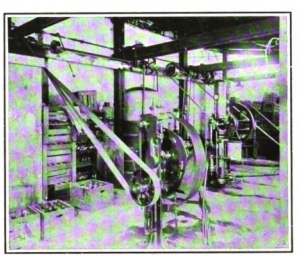

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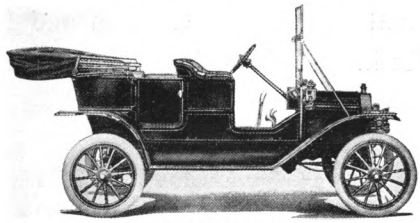

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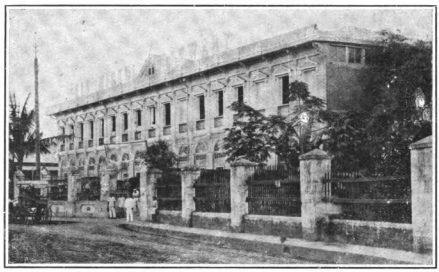

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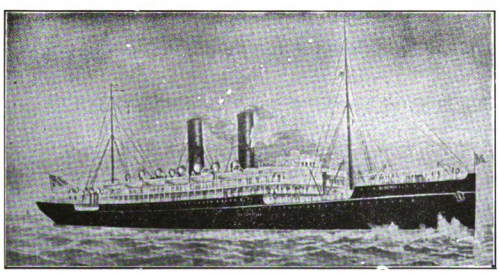

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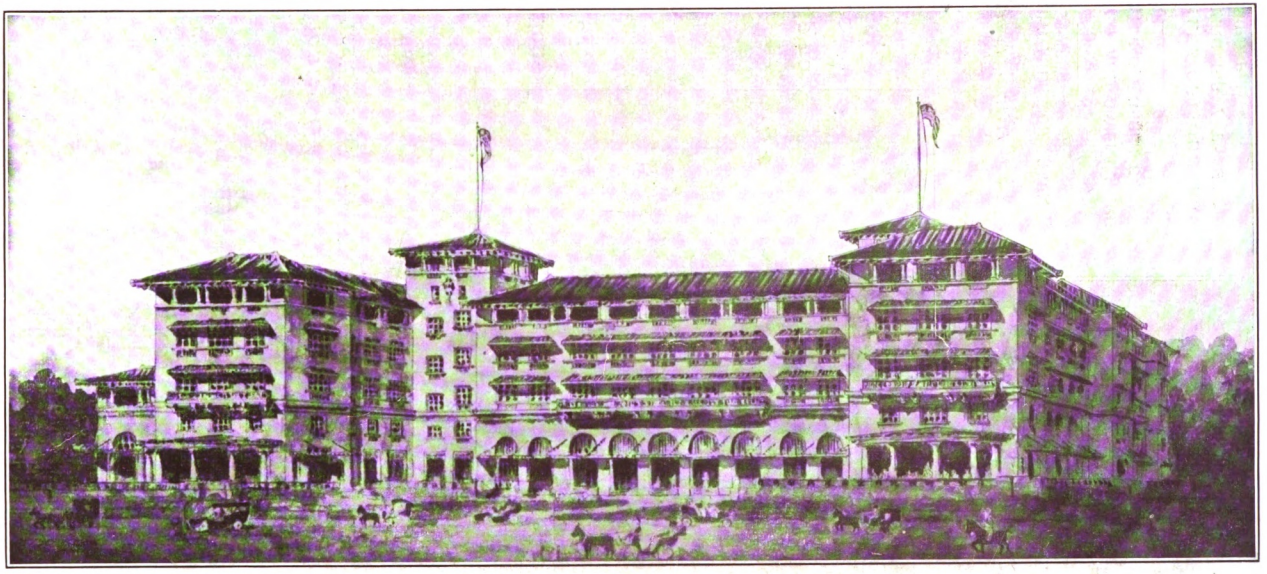

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